

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4908.

H-十三月九年九十二精光

WEDNESDAY, DECEMBER 18, 1903.

三拜禮

號八十月一十英港香

\$30 PER ANNUM.  
SINGL. COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNPAID ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Accounts at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.  
On fixed deposits for 6 months at 4 per cent.  
On fixed deposits for 3 months at 3 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Silver Reserve ..... \$16,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. GRETZ, Esq.  
C. MICHAEL, Esq.  
H. SCHUBERT, Esq.  
E. SHELLIM, Esq.

CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Accounts at the rate of 2 per cent.  
On fixed deposits at the rate of 5 per cent.

ON FIXED DEPOSITS:  
For 12 months, 4 1/2 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 3 months, 3 1/2 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG SAVINGS BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... \$344,375

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 1/2 per cent.  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000  
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 1st September, 1903. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.  
PAID-UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS ..... \$5,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VEXUS ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
For 6 months 3 1/2 per annum.  
For 12 months 4 1/2 per annum.

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [17]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, 820,000  
Surplus (Reserve) Gold \$4,000,000, 820,000

Total ..... Gold \$8,000,000, 1,640,000

Capital and Surplus authorized, Gold \$10,000,000, 2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposits as follows:

For 12 months, 4 1/2 per annum.  
For 6 months, 4 per annum.  
For 3 months, 3 1/2 per annum.

J. R. M. SMITH, Chief Manager.

HONGKONG BRANCH:  
20, DES VEXUS ROAD CENTRAL.  
CHARLES R. SCOTT, Manager.

Hongkong, 26th May, 1903. [18]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
On Current Accounts at the rate of 2 per cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per cent.  
For 6 months, 3 1/2 per cent.  
For 3 months, 3 per cent.

E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000  
RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.  
For 6 months, 3 1/2 per cent.  
For 3 months, 3 per cent.

T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [11]

## PENINSULAR ORIENTAL

### STEAM NAVIGATION COMPANY.

FOR	ST.	TO SAIL ON	REMARKS.
SHANGHAI	{ HALLA F. K. is	About 20th November	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	{ FORMOS B. H. is	About 11th December	Freight and Passage.

For Further Particulars, apply

E. A. HEWETT, Superintendent.

Hongkong, 14th November, 1903. [4]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAMER  
SINGAPORE, PENANG, COLOMBO, ADISUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BRIN/HAMBURG.

PORTS IN THE LEVANTE, BIK SEA AND BALTIC PORTS:  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and HAMPTON to land Passengers and Cargo.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
"HAMBURG"	WEDNESDAY, 25th November.
"PRINZ HEINRICH"	WEDNESDAY, 9th December.
"KONIG ALBERT"	WEDNESDAY, 23rd December.
"KIAUTSCHOU"	WEDNESDAY, 6th January, 1904.
"SACHSEN"	WEDNESDAY, 20th January, 1904.
"BAVERN"	WEDNESDAY, 3rd February, 1904.
"GERA"	WEDNESDAY, 17th February, 1904.
"SEYDLITZ"	WEDNESDAY, 2nd March, 1904.
"PREUSSEN"	WEDNESDAY, 16th March, 1904.
"ROON"	WEDNESDAY, 30th March, 1904.
"HAMBURG"	WEDNESDAY, 13th April, 1904.
"PRINZ HEINRICH"	WEDNESDAY, 27th April, 1904.

ON "HAMBURG," the 25th day of November, the 9th of December, the 23rd of December, the 6th of January, the 20th of January, the 3rd of February, the 17th of February, the 2nd of March, the 16th of March, the 30th of March, the 13th of April, the 27th of April, 1904.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
HONGKONG, 13th November, 1903. [56c]

## CHRISTMAS 1903.

A 5 or 10-Catty Box constitutes one of the most acceptable XMAS PRESENTS to those at Home.

Orders reaching us before NOVEMBER 21ST will be delivered at home about the 23RD DECEMBER.



LANE, CRAWFORD & CO.  
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOCHOOW TEA.

PRICES:  
Including Freight, Duty and Delivery to any address in the United Kingdom.  
Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00.

## THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.  
For Particulars apply to  
8100] THE MANAGER.

## MACAO HOTEL

(Late HING KEE HOTEL).  
This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

THE BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. THE CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING.  
STEAMERS to and from Macao, every MORNING and AFTERNOON.  
WM. FARMER, Proprietor and Manager.

Hongkong, 15th November, 1903. [16]

## Intimations.

"I hear they want BIRTS"

**Bovril—**  
the food-beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

## JAPAN COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong, 563c

## M. PRICE & CO.

WINE MERCHANTS.

123 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [1952c]

## CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURING FOR FISH, GAME, PUDDINGS, &c.

MAKES A MOST REFRESHING DRINK.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

15, Queen's Road, Hongkong, 12th November, 1913. [122]

## OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)  
CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FIVE. TERMS:—\$4.00 to \$7.00 per day. \$75 to \$100 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 22nd August, 1903. [555c]

## MARLBOROUGH HOUSE,

31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.  
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.  
Mrs. NAZER, Manager.

Shanghai, 6th June, 1903. [674c]

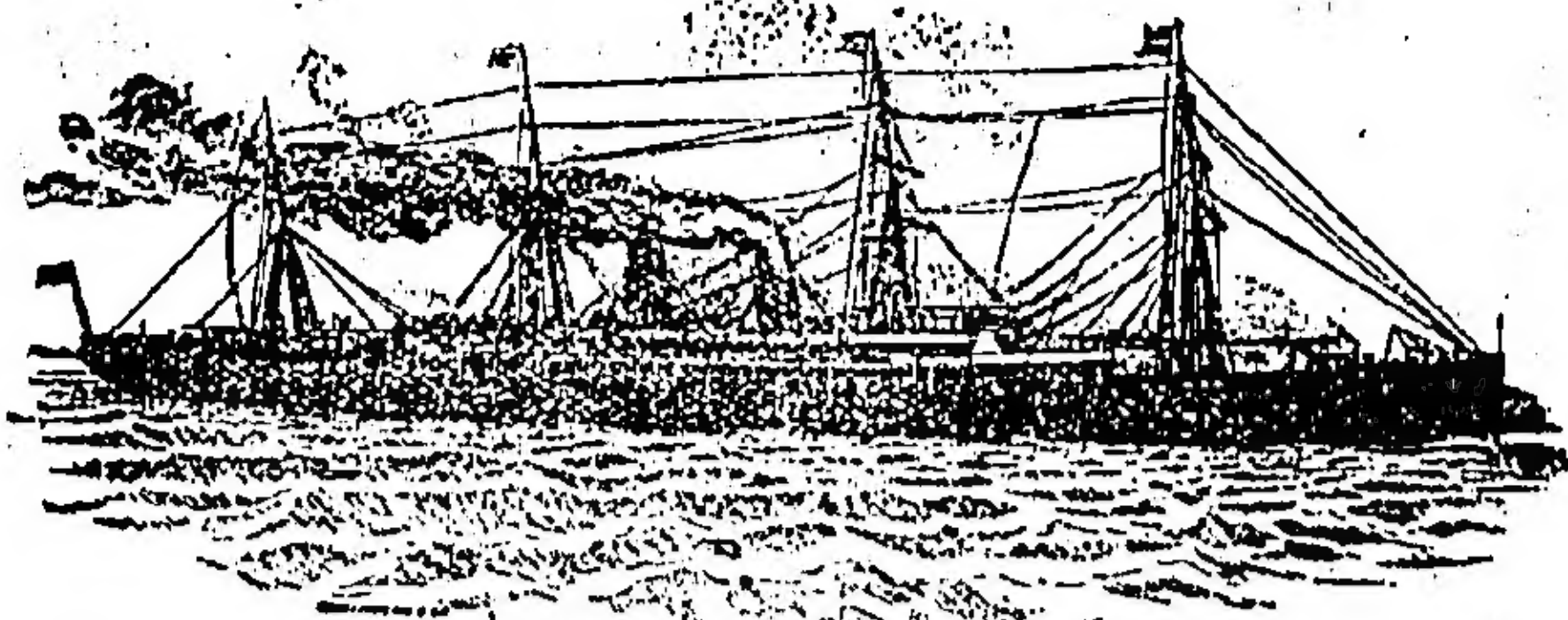
# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [16]



## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	6,307 Gross Tons.....	TUESDAY, 24th November, at Noon.
"SIBERIA".....	11,281 ".....	WEDNESDAY, 2nd December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GAELIC".....	4,205 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,660 ".....	TUESDAY, 19th January, at Noon.
"DOJO".....	4,784 ".....	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, taking Freight for point en route. Passengers are allowed to break their journey at any of the principal cities of the United States or Canada. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, 14th November, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paillet's Street, Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	24th Nov. Freight.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec. Freight.
ARAGUA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec. Freight.
FORST.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec. Freight.
NURVBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904. Freight.
AMBRU.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	About end of December. Freight.
NUBIA.....	NEW YORK via SUEZ.	
von Hoff.....		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 2, Queen's Buildings.

Hongkong, 18th November, 1903.

## Ship Steamers.

HONGKONG, TON, MACAO AND  
WEST STEAMERS.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., & THE CHINA NAVIGATION  
CO., LTD.

## HONGKONG LINE.

S.S. "HONAM"..... Captain H. D. Jones.  
"POWAN"..... " G. F. Morrison, R.N.R.  
"FATSHAN"..... " A. W. Dixon.  
"HANKOW"..... " C. V. Lloyd.  
"KINSHAN"..... " J. J. Lassus.  
Departures from HONGKONG to Tilly at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG at 8 A.M. and 5 P.M. (Sunday excepted).  
These Steamers, carrying His Mails, are the largest and fastest on the River. Special attention is drawn to their Super and Cabin accommodation.

SERVICE OF THE HONGKONG AND MACAO STEAMBOAT CO., LTD.  
HONGMACAO LINE.

S.S. "HEUNG HAN"..... 3 tons..... Captain W. E. Clarke.  
Departures from Hong Macao daily at 2 P.M. Sunday  
Do. from Macao daily at 8 A.M. Sunday excepted.

## CANTON LINE.

S.S. "LUNGSHAN"..... 3 tons..... Captain T. Hamlin.  
This steamer leaves Canton for Hong Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTONCHOW LINE.

S.S. "SAINAM"..... 3 tons..... Captain B. Branch.  
"NANNING"..... " C. Buichart.  
"TAK HING"..... " R. D. Thomas.  
Departures from Canton and Wuchow five times every week. Round trips take about 5 days. These vessels have Super accommodation and are lighted throughout by electricity.

Further particulars may be obtained Office of the—  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, 18, Road Central, opposite the Hongkong Hotel.  
Or of BERFIELD & SWIRE,  
his, CHINA NAVIGATION CO., LTD  
Hongkong, 7th November, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AG: R. BISSCHOP,

3, DUELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or at	Will leave for	On or about
TJIMAHU.....	JAVA PORTS via MACASSAR.	December 1	SHANGHAI, KOBE and YOKOHAMA.	December 5
TJIPANAS .....	KOBE and YOKOHAMA.	November 26	S'PORE, JAVA PORTS and MACASSAR.	November 29
TJILATJAP.....	Do.	December 21	Do.	December 24

The Steamers are all new and powerful.  
For Particulars of Freight and Passage, apply to

THE AGENTS,  
HOTZ, SJACOB & CO.

Telephone No. 201.  
Hongkong, 16th November, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, 108 HOUSE STREET,  
Between Queen's Road and Des Vaux Road.  
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1903.

THE MANAGER.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA.

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL,  
Manager.

KOWLOON. J. W. OSBORNE,  
Proprietor.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

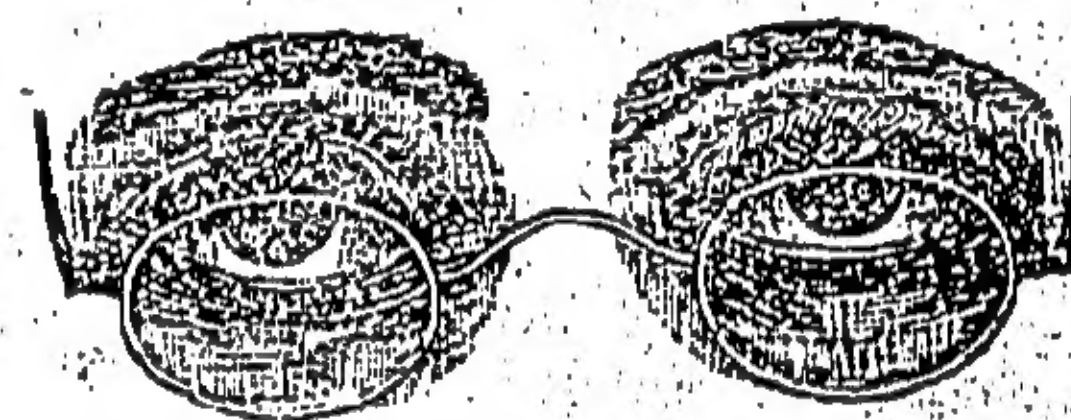
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

## EYE-SIGHT.



May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUN PRACTICE  
will be carried out from the undermentioned  
Batteries, and on the dates as specified  
opposite:—

Sonecutters West in a South-Westerly direction at a range of about 2,000 yards, on the 20th November, 1903.  
Lyemun (Sywan) at a range of about 4,000 yards to the North of Futau Chau and 4,800 yards along the Western shore of Junk Bay, on the 21st November, 1903.

Practice will commence at about 9 A.M. daily, and end about 11 A.M. daily, if the range is clear.  
If the weather is unfavourable on any of the above dates, practice will be carried out on the 23rd instant.

By Command,

F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 12th November, 1903. [1357e]

THE HONGKONG STEAM WATER  
BOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY  
MEETING OF SHAREHOLDERS in  
the above Company will be held at the COM-  
PANY'S OFFICE, No. 37, CONNAUGHT ROAD,  
CENTRAL, on TUESDAY, the 24th day of  
November, at Noon for the Purpose of Present-  
ing the Report and Statement of Accounts to  
the 30th of September, 1903.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 19th to the 24th  
November, both days inclusive.

J. W. KEW,  
Manager.

Hongkong, 11th November, 1903. [1353e]

THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-  
SEVENTH ORDINARY MEETING  
of SHAREHOLDERS in the above Company  
will be held at the Head Office, Victoria,  
Hongkong, on TUESDAY, the 8th proximo,  
at Twelve o'clock Noon, for the purpose of  
receiving the Report of the Directors, together  
with Statement of Accounts to the 30th April  
last, and of declaring Dividends.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 24th inst. to the  
8th proximo, both days inclusive.  
By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.

Hongkong, 16th November, 1903. [1374e]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 25½ lbs. net \$2.85 ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th August, 1903. [9]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA,  
DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 9th February, 1903. [20]

## Mail.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA"  
Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 21st instant,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further Particulars, apply to  
R. A. HEWETT,  
Superintendent.

Hongkong, 17th November, 1903. [4]



THE "EMPRESS"—"KWANG TAI"  
COLLISION.

## PROCEEDINGS IN ADMIRALTY.

Shanghai, 10th November.  
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, P.N., H.M.S. Sirius, Naval Assessor.  
The Imperial Chinese Government, the owners of the cruiser Kwang Tai z. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Continued from Yesterday.)

Mr. Sharp, continuing, said that the time which elapsed between the order "hard astern" was only a little over a minute. I submit to your Lordship that these manoeuvres were the best possible open to the Empress under the circumstances. The only manner in which the collision could have been avoided was for the Kwangtai to have ported and resumed her course. It was impossible for the Empress to have avoided the collision. Those on board the Empress did all that was possible by shouting out to them to port. Captain Marshall will tell your Lordship that he was giving orders to his boats engaged in the work of rescuing and these orders were heard by all. This was all that could be done by the Empress, and to do this the Empress starboarded and reversed her engines in order to allow the Kwangtai as much room as possible to resume her course. We will take it that the collision occurred at 11.43. At 11.38 the Empress had changed her course, and ten minutes before that the stern light of the Kwangtai was seen to rapidly broaden out. Immediately on the impact the Empress port engine was put full speed astern and her starboard engine was stopped, Captain Marshall, in the meantime, doing all he could to keep out of the way. It is admitted on behalf of the Kwangtai that she ported her helm. As to the explanation of her movements, it cannot be given with precision but it was clear to those on board the Empress that the Kwangtai only saw the junk when they were close upon it, and thereupon became panic-stricken which may very reasonably have happened. It is also evident that they apparently lost their heads. They must have thought that in any case the Empress should have kept out of the way, and from his evidence Lieutenant Cheng had stated that he thought it was the duty of the overtaking steamer to keep out of the way. He seemed to think that the ship ahead could do as she liked, leaving the onus on the one behind to keep out of the way. Then again, they might have miscalculated the Empress's speed and in this respect they should have overrated rather than underrated it. Throughout the events, it is extremely probable that they totally disregarded the Empress. It had also been suggested, and not unreasonably, that the Captain of the Kwangtai gave a port order and we must assume that he did so. The order of porting the vessel in keeping her clear of the junk. Whatever movement was executed by the Kwangtai was simply on account of the junk, which junk was not seen until she was close upon it. No better explanation than this could be given. The vessel's afterwards swung together with great rapidity. By those on board the Empress it was believed the Kwangtai ported; this had been admitted, just before the collision, she began to swing around and fortunately avoided ramming the Empress of India. No matter how badly navigated the Kwangtai had been it was impossible for her to do anything further. All she could do was to port, and at the last moment it was believed that she did so and thus assisted the Empress in avoiding more serious consequences of being run down by the Kwangtai. After the collision, mismanagement on board the Kwangtai continued. No really serious effort was made to save the ship. From the evidence of Lieut. Cheng it appeared that he suggested to his Captain that a sail be used, but nothing however was done. The crew apparently only thought about saving themselves and their belongings and they had almost to be dragged out of the sinking ship. The Empress's boats lay alongside for over an hour and a half and there was more than ample time to save every sailor on board, and there were eight boats in readiness. But practically they lay there empty before she went down. The men on board could not be induced to leave their ship, and when the Captain himself was urged to come down, he replied that he preferred to stay where he was. After hearing further evidence, the Court would be enlightened on several points. Briefly there was a junk on the port bow of the Kwangtai, and she wrongly swung into the Empress's course. The evidence all tended to show that the boats came together broadside on, and in no other manner. He, therefore, submitted that the Kwangtai was solely to blame for this collision.

Ellis Davis, second officer of the Empress of India, was next called. He said he had been in the employ of the company for 24 years. He held an extra-master's certificate. He had held that certificate since 1897. He had been an employ of the C.P.R. for about 12 years. He had been an officer for ten years. He was on watch on the Empress of India on the night of the collision from 8 to 12. He was together on duty with the 3rd officer. He first observed the stern light of a vessel which ultimately proved to be the stern light of the Kwangtai at 9.45. He should judge the distance to be about 8 miles from the horizon. At 9.30 p.m. the course was changed to compass S. 64 and true S. 65. He continued on this course until 11.38. The light was then right ahead. At 11.38 the course was altered to S. 69 W. true. The speed of the vessel was then 14 knots. He estimated that the speed of the Kwangtai was then between 9 and 10 knots. During that watch the Captain came out of his cabin several times and changed the course. About 11.45 he observed a junk on the course which showed no light

between one and two points on his starboard bow and between the course of the two ships. At that time the position of the Kwangtai's stern lights would be about three points to the starboard bow. The junk was then about three quarters of a mile off; he could not tell in what direction the junk was heading. He gave an order to starboard and that order was carried out. The Captain was not on the bridge when he gave that order. The Captain was in his room, on the bridge. The Captain almost immediately afterwards came from the bridge and he pointed out the position of the junk to him. He continued in his course for 14 minutes longer; the junk was moving imperceptibly, when he thought the junk was clear he gave orders to the man at the wheel to resume his course. At that time he observed the Kwangtai was swinging around to port under a full swing on the starboard helm. The Captain gave the order of "Hard astern." The telegraph answered immediately, and the order carried out at once. The Captain ordered the port engine to be reversed full speed, the same time as he gave the order to port her starboard. He saw from the indicator that the engines were going astern. He shouted to the Kwangtai to port her helm; but she took no notice of the warning. He heard no sound on board until just prior to the impact of the collision. Then he heard voices from the bridge apparently giving orders in Chinese. Apart from the stern light of the Kwangtai he also saw a red light almost immediately after the order of "Hard astern" was given.

When the Court re-assembled, Captain Marshall was put on the witness stand and testified at some length as to the speed of his vessel. The time of the collision would consequently be about 11.45 to 11.48.

His Lordship: The engineer should be called for this and I am glad to know he is here. The difficulty here is that the times in your log do not correspond.

Captain Marshall, examined.—The cruiser appeared to be on the starboard bow, about a point; the alteration would be about a point. The fact of that alteration would be bringing the steamer nearer the cruiser provided she kept the same course. The compass of the Empress was on the bridge; it was not closed in. He did not take the bearings by the compass himself because after one had had a certain amount of experience at sea, it was an easy matter for one to form a very fair idea on the point. Beyond the fact of overhauling the cruiser he had formed no idea of her speed (Positions of the vessels were demonstrated to the Court by means of models). The course of the cruiser was divergent from his steamer after his course had been altered.

He could not give any reasons for the assumption that the cruiser was overhauling him.

His Lordship: Captain Marshall, in your conjecture did you arrive at the distance of a mile?—At the time I do not think a quarter of a mile entered into my consideration for then I had no doubt but that everything would be all right. I anticipated that the cruiser would pass on the starboard side of the junk. I anticipated that, when I came up on the bridge at 11.45 I had no doubt that the cruiser would overhaul the junk. I have no idea as to the speed at which the cruiser was moving. I am not a better observer than myself to give better evidence on the point. I came on the bridge after hearing the order of "Hard astern." I would consider it was three minutes before the collision occurred. I did not then consider the vessel was altering her course. My order of "astern" was immediately followed by that of "hard astern." I mean by that, that as I knew the junk was there, I was momentarily expecting a movement on the part of the cruiser, when she did move of course we knew she had an excuse for it. I could not see how she altered her course, except that she had altered it towards our direction. The fact of starboarding my helm would make it appear that the cruiser was widening up, but I did not think the ship would come back off her course. It is impossible for me to give evidence as to the degrees of the compass when I never looked at it—when he noticed the peculiar movement of the cruiser he did not slacken his speed. He reversed his port engine for about a minute, at 11.47 he considered "full speed ahead." He did not consider this statement as contradicting himself. These orders were not given by one movement of the telegraph. His vessel continued to go full speed astern until after the impact; the telegraph then pointed to that direction. When the Kwangtai swung alongside the engines were put at full speed ahead in order to counteract the swing; then the starboard engine was stopped. He did not mean to imply that the hours noted in the engineer's log were incorrect. It is perfectly consistent to say that the collision took place at 11.48. He quite recognized the fact that these questions were very important and he considered that the evidence of the engineers would be even more important than his on the point at issue.

(To be continued.)

## Intimations.

## MADAM FLINT &amp; CO.

BEG TO ANNOUNCE

THAT THEIR

DRESSMAKER

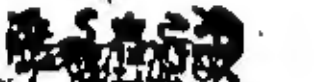
HAS ARRIVED FROM PARIS

NEW GOODS FOR THE SEASON

will arrive by the "Himalaya"

SATURDAY, the 21st instant.

Hongkong, 17th November, 1903.



## NOTICE.

IT is hereby notified that, during the night of the 20th inst., on and after FRIDAY, the 20th instant, that section of Praya between ARSENAL STREET and STREET will be CLOSED TO WHEEL TRAFFIC.

W. CHATHAM,

Director of Public Works

Hongkong, 17th November, 1903.

HOUSEHOLDERS are hereby requested to make a Special Effort during Winter Months to destroy Rats and all other vermin with Rats and Bird LIME may be obtained from the Secretary to the Board of Health.

By Order,

G. A. WOODCOCK,

Secretary.

## THE ROBINSON PIANO Co., LTD.

## NOTE.

ENTIRELY NEW STOCK

SPECIALY AND MOST CAREFULLY CHOSEN BY OUR

MR. ROBINSON,

NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN LA-HUANG ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS especially.

Hongkong, 22nd September, 1903.

## Intimations.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTTEN'S GENUINE COMPOSITION RED HAND

GRAND, HARTMANN'S GREY PAINT, DAIMLERS PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1903.



FLUID OIL CRUDE FLUID POWDER AMBROGATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN. KILLS ALL DISEASE GERMS. OXYGENATES THE AIR.

"HOW TO DISINFECT" Book Free.

THE "SANITAS" CO., Ltd.,

Bechnal Green, LONDON, E.

DISINFECTANTS

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 6th March, 1903.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Klorod, Rostan, Robert, Velppeau and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably

short-acting, often a few days only, removes all discharges from

secretary organs, effectually suppressing infections, the use of which does irreparable harm by laying the foundation of

stricture and other serious diseases. In dysentery, piles, irritations of the bowels, cough, bronchitis, etc., it is the most

effective of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a purgative

the blood, purges, pimples, spots, blotches, and swellings of the joints, secondary symptoms, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, calomel, etc., to the destruction of

superficial teeth and ruin of health. This preparation purifies the whole system, purges the bowels, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is for

asthma, impaired vitality, nervousness, and all the distressing consequences of early error, excess, residence in hot unhealthy climates, etc. It restores surprise power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal

pharmacies and chemists, and is also sold by the principal

Commissionaires, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila.

TSU PAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,

50, QUEEN'S ROAD CENTRAL,

Hongkong, 28th November, 1902.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when

all nature, to speak, is unacknowledged by the scientific

for the comfort and happiness of man's existence has

indeed made giant strides during the past century, and

among the by no means least important

discoveries in medicine comes that of Therapion, particularly of which will be found in another

of the most genuine and reliable latest medicines

ever introduced, and has we understand, been used in

the Continental Hospitals by Klorod, Rostan, Robert, Velppeau, and others, which is a

reliable and trustworthy fact, and which is a

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## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 20th Nov., at Daylight.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 27th Nov., at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 28th Nov., at Daylight.
IDZUMI MARU	BOMBAY, VIA PORTS	SATURDAY, 28th Nov., at 4 P.M.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 28th Nov., at 4 P.M.
BOMBAY MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	TUESDAY, 1st December, at Noon.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA

Manager.

Hongkong, 18th November, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. Truebridge	Dec. 19
Tremont	9,000	T. W. Canfield	Dec. 21
Lyra	4,417	C. W. Williams	Jan. 21
Shamun	9,600	W. M. Smith	Feb. 20

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the coast and to the interior and Eastern

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 16th November, 1903.

## For Sale.

## FOR SALE.

INCANDESCENT, Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Lamp at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,

Hongkong, 17th November, 1903.

Intimations.

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

ARRHEICHART, a red Arr Wine at \$18.50

GRACHER, Moselle at \$16.50

LAUBENHEIMER, Hock at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 16th October, 1903.

FURTHER REDUCTION



## Intimations.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

**AERATED - -  
- - WATERS.**

THE WATER we use is THE PUREST that can be obtained; and is skillfully Filtered on the most scientific principles.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

**GUARANTEEING  
ABSOLUTE  
PURITY.**

## ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & Co., LIMITED.**

ESTABLISHED 1841.

TELEPHONE NO. HONGKONG  
CABLE ADDRESS: "WATER," HONGKONG  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,  
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**XMAS & NEW YEAR CARDS.**

**FURNITURE  
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DRAWING-ROOM,  
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FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
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COOKING RANGES,  
KITCHEN UTENSILS, and  
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**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

**CARMICHAEL AND  
CLARKE,**

CONSULTING ENGINEERS AND

SHIPBUILDERS,  
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

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A. 1 Code.  
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TELEPHONE: 332.  
Hongkong, 26th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

**BIRTH.**  
At 51, Drayton Gardens, South Kensington, on November 10th, the wife of Lieutenant PAUL IRVEN, R.N., of a son. [1366e]

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 18, 1903.

## NOTES ON THE NORTH.

The various rumours of a bellicose nature that have been circulated at home regarding the relations between Japan and Russia are the subject of much comment in papers which arrived from Europe yesterday. The consensus of opinion seems to be that the prospects of an immediate conflict between the two Powers should not be taken seriously as negotiations have proceeded amicably, and afford no ground for the alarmist telegrams. In some quarters it is thought in the last degree improbable that Russia would add to her difficulties in the Far East and elsewhere by a war with Japan on a matter which the latter regards as vital, or that Japan would precipitate a struggle which would imperil her position and even existence as a nation. As Mr. Arthur Dioso, the chairman and founder of the Japan Society in London, stated in a recent interview, the outbreak of hostilities would be a great calamity for Japan, which, more than any other country in the world required peace in order to allow the results of her marvellous progress of the last thirty years to fructify. The London Graphic, however, which feels that some ground for apprehension is afforded by the strained relation subsisting between the two countries, while pointing out that the prosperity of the Mikado's Kingdom, and the confident, warlike spirit of a large portion of her people, are important factors which must be taken into account in considering the possibilities of the future, suggests two strong forces making for peace. One is the moderation of the Japanese Government, which, notwithstanding the pressure of the war party, has so far observed an attitude distinguished by commonsense no less than by firmness. The other is that Russia's financial condition would not justify her in going to war unless she were willing to face the prospect of national bankruptcy. The Manchester Guardian, one of the best informed of provincial journals, which ascribes the strong telegrams from the Far East to sensationalists, points out that "Russian diplomacy does not favour big wars; and when Russia has made a big war in the past her officially inspired press has regularly heralded it with a campaign of bellicose exhortation, in part reflecting and in part reflected by an outspoken bellicosity in the official and military classes." Putting the question in nutshell, however, the Westminster Gazette thinks that "the two Powers will no doubt continue to apply the same policy of squeeze and counter-squeeze to Korea that all other Powers have applied to China. It would be idle to deny that there are dangerous moments in this proceeding, but the materials for a deal between Russian claims in Manchuria and Japanese claims in Korea are so abundant that an ultimate settlement is on the whole most probable. Meanwhile, Russia gets another first-class excuse for not evacuating Manchuria, and she is likely to nurse it as long as possible." This seems to sum up the general feeling expressed at home, and regarding the ultimate prospect of affairs, we have a statement by Mr. Dioso, who is convinced that war is bound to come some day between Russia and some Power having great Asiatic interests, unless one of two things happens. There must, he says, either be the introduction into Russia of really representative institutions, and of freedom of Press, speech, and meeting—the civilising of Russia, in a word—or, what unfortunately seems more likely, an upheaval in Russia of such a terrible popular convulsion as would make the French Revolution appear a paltry riot in comparison. In either case there would not be a war over Asiatic matters, because Russia would be so busy with her internal concerns that her foreign policy, all over the world, would simply be directed to the maintenance of the status quo. There is, however, another danger: The present rulers of Russia may be driven to make war as they have been before, in order to relieve the intolerable tension at home.

## LOCAL AND GENERAL

H. M. cruiser *Amphitrite* arrived from port this morning.

H.M.S. *Albatross* arrived in port yesterday afternoon from the North.

The German mail of the 14th October delivered in London on the 14th inst.

The master of the s.s. *Taita*, for carrying passengers in excess of the number allowed by his ship, was this morning fined \$75.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.

The United States has gained a permanent naval station in Cuba. The Republic of Cuba has ceded Guantanamo to the United States.

FOR being in the servants' quarters of the Kowloon Hotel without permission two men were this morning fined \$10, or a month's imprisonment.

The s.s. *Zafra* arrived from Manila yesterday on her way, in lat. 21° 15' N., and 115° 0' E., she passed a derelict junk, with upper works awash.

If you want a first class photo of yourself, can get it at LeMunyon's.—*Advt.*

It is said that there are ten thousand Chinamen in the Philippines, and a campaign is about to be commenced to deport those who were smuggled into the islands.

BEFORE Mr. Sercombe Smith this morning the master of the s.s. *Esang* was fined \$50 for not taking his ship to the quarantine anchorage upon arriving from Newchwang.

The *Liverpool Daily Post* hears from an unimpeachable source that his Majesty's Free Trader, and regard with great dislike any proposal for taxing the food of the people.

It is given out in Washington, officially, that Governor Taft expects to settle the question of the friar lands in the Philippines by their purchase in the near future for \$3,000,000.

It is now expected that the boring of the Simpton Tunnel will have been accomplished by May next, and that the tunnel will have been completed by the end of next year.—*Reuter.*

Two fatal (Chinese) cases of plague are notified as having occurred during the twenty-four hours ended at noon to-day. One was from Amoy Lane, and the other was found.

LANCER-SERGEANT Lee was again before Mr. T. Sercombe Smith at the magistracy to-day, charged with the manslaughter of Mr. Wm. McGregor on November 8th last. Further evidence was heard.

The Premier of Japan is reported as saying that war is yet looming dark. The preparations for the combat which have gone on steadily for months have taken on a feverish haste in the last few hours; states a cable of 11th inst.

We are still doing business at 31, Des Voeux Road. LeMunyon.—*Advt.*

The port of San Domingo has capitulated to the force, which was bombarding it. The revolution which has convulsed the republic of San Domingo for many weeks past is ended. Jimenez has been proclaimed president of the republic.

The newspapers of all classes at Odessa declare that the return of Russia and her re-occupation of the city of Mukden was nothing more than a forcible manifestation of her disapproval of the action of the United States in making its great naval demonstration.

WITHIN ten months Manila will be riding on electric cars and the obnoxious cocheros will be looking for passengers instead of dodging them. Such at least is the promise of the Manila electric street railway company. Work of construction was begun in earnest this week.

SOME people may have wondered how it is that the Japanese Ambassador is so accessible to journalists. The Anglo-Japanese Alliance would undoubtedly promote courtesy in any diplomat from the land of the chrysanthemum, but Baron Hayashi is prompted by a stronger individual feeling. His son-in-law happens to be the editor of the journal which may be described as the *Times* of Japan. Hence, he regards the fourth estate with more than ordinary benevolence.—*Ex.*

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Advt.*

**PRESERVATION TO LADY BLAKE.**

In accordance with a resolution passed at a large and influential meeting of the Chinese community some time ago, a presentation of Chinese embroideries, subscribed for by the community, will be made to Lady Blake before her approaching departure to Ceylon. We are informed that the presentation will be made by a representative deputation at noon, tomorrow, at Government House.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## HUMPHREYS ESTATE AND FINANCE CO., LD.

An extraordinary general meeting of Humphreys Estate and Finance Co., Limited, was held at the Company's Offices, Nos. 38 and 40, Queen's Road Central, at noon to-day, for the purpose of confirming its special resolutions and the subjoined resolutions passed at a meeting held on the 31st ult.:

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio of one share for every two shares held by the respective shareholders thereof, the amount payable on each of such new shares respectively being paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

There were present Messrs. Hart Buck (chairman), H. Humphreys, A. H. Mance, A. G. Wood, P. C. Potts, R. C. Wilcox, H. A. W. Wood, J. A. Turner, G. T. Veitch, J. S. Van Buren, J. T. Wheeler, Ho Tung, Ho Fook, Lo Cheung Shiu, Ho Kom Tung, Chan Chan Nam, and J. L. Cotter (secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, the business before us to-day is to confirm two special resolutions which were passed at an extraordinary general meeting held on the 31st of October last. I have nothing to add to what I said at that meeting, but before putting the resolution to you, I shall be pleased to give any shareholder any further information he may desire.

No questions being asked, the Chairman proposed, Mr. Ho Fook seconded, and it was agreed that the first resolution be confirmed.

The Chairman then proposed that the second resolution be confirmed.

Mr. P. C. Potts seconded and the motion was carried.

This terminated the business before the meeting, the Chairman thanking those present for their attendance.

## THE NOVEMBER CRIMINAL SESSIONS.

Goodman.

The Attorney General, Sir H. S. Berkeley, requested that the case, *Rev. v. Li Tsai*, should be heard next month, so as to enable the prisoner to secure legal assistance. His Lordship granted the request.

The Attorney General then informed his Lordship that the Crown had been obliged to abandon the case against Lam I, who was accused of robbery, with violence, from the person of Mrs. Sheffield, because that lady had seen good to leave the Colony. His Lordship commented upon the sudden departure of Mrs. Sheffield, without any previous advice having been given and having, thereby, impeded the prosecution. Mrs. Sheffield was called to her recognisances but failed to appear. The prisoner was consequently discharged.

## THE BELLIOS TERRACE ROBBERY.

Chan Cheung, the prisoner, indicted for robbery with violence from Miss Bateman and her amah, and also for receiving property stolen on this occasion, was placed in the dock, and the following jury was called and sworn:—Messrs. R. Berwick, Dinshah Jamsetjee Pettigrew, Almada Castro, W. Taylor, Wong Kismum, Frederick D. Bain, Antonio Luis Alves.

The Attorney General mentioned that the prisoner was accused on both counts because in the event of his being acquitted on the first he would be indicted on the second, since he was known to have been in possession of property stolen from Miss Bateman. He recapitulated the facts of the case which he said were short and simple. Miss Bateman, a teacher, living at Bellios Terrace, was, on the afternoon of the 19th September, resting in her bedroom. Her amah was in the house at the time. Prisoner, with others, entered and attacked the two women; the accused rushed at Miss Bateman and seized her violently by the throat, while another man treated the amah with similar violence. Miss Bateman was very nearly strangled, and then gagged. Prisoner and others, after tying up the two women, ransacked the room and stole the jewelry, including two watches, which have enabled the Crown to bring home the crime. Prisoner was recognised by a pawnbroker to whom he took one of the watches on the same afternoon as the crime was committed. The police had had great difficulty in tracing the criminals. The detectives found a pawnbroker with whom one of the watches had been pawned, and he was able to identify the prisoner.

The first witness called was the amah, who repeated the facts already published concerning the manner in which the robbery had been committed. Miss Bateman gave evidence confirming that of the previous witness, and Dr. Koch testified as to the bruises found on Miss Bateman subsequent to the robbery and also made mention of the highly nervous condition in which he had found her. The pawnbroker gave evidence of identification, after which Mr. P. P. J. Wodehouse, assistant Superintendent of Police, deposed to prisoner's arrest on the 19th October, when he was picked up by the last witness from eleven other Chinese. Detective Sergeant Morrison stated that the watch was taken to the station by the pawnbroker who, in common with all those of his business in the Colony, had received a notice concerning the stolen property—Evidence of arrest was then taken and the Attorney General read the statement made by the prisoner at the Central Police Station, in which he acknowledged that he had taken part in the robbery. This closed the case for the Crown.

In his defence the prisoner declared that he did not make a confession at the police station, but made statements so as to avoid further beatings from the police. He asserted that the confession was false, and that he had been instructed by the police to make it.

His Lordship recapitulated the leading facts and informed the jury that the most salient proof of the prisoner's participation in the crime was his own confession. He discounted the statement made by prisoner regarding being beaten by the police as when cases of such a nature were investigated they always proved to be without foundation.

The jury, after short deliberation, returned a unanimous verdict of guilty, on the first count. The Attorney General then informed the Court that the prisoner had a previous conviction at the Magistracy, on the 7th December, 1902, and had been sentenced to one month's imprisonment.

His Lordship postponed sentence till the afternoon.

Liu Ngau was now placed in the dock and charged, on indictment, with robbery with violence on the person of Miss Bateman and her amah. The prisoner pleaded not guilty. This case was practically the same as the preceding one. The same jury was again sworn. The Attorney General stated that the evidence was identical with the previous statements concerning Chan Cheung; the prisoner had confessed to having assisted at the robbery and this was sufficient in itself to ensure his conviction. Miss Bateman and her amah gave evidence confirming their previous statements. Prisoner, on being interrogated by his Lordship, declared that he had been instructed by the police in the confession he had made. His statement on arrest was then read. Chan Cheung then gave evidence. He recognised the prisoner whom, he declared, he had met in a lodging-house. The pawnbroker was again called in and repeated the evidence he had given against Chan Cheung. Prisoner declared that the lukung who had arrested him had told him what to say, and stated that though he had lived with the people who had committed the crime and saw the stolen property after the robbery, he took no part in the deed. Many of his friends knew this but they had run away so that he could not call them as witnesses. He declared that the police had trapped him by promising him work and the \$50 reward. He knew neither Miss Bateman nor the house where the crime had taken place. His Lordship recalled the lukung who denied the prisoner the jury, said that the robbery had been proved, there could therefore be no question of the crime itself. As to the prisoners' statement, if it was true how was it that he did not communicate with the police as soon as he knew of the crime. The fact that he did not do so was proof that he was not an honest man. His Lordship analysed the prisoner's statements in Court and called upon the jury to consider the probability of their exactitude and to decide according to their conviction. At 1.15 p.m. a unanimous verdict of guilty was announced by the foreman. The Court then adjourned till 2 p.m. On the resumption of business, His Lordship passed the following sentences on the two prisoners:

You, Chan Cheung and Liu Ngau, have been both convicted of taking part in a cowardly robbery with violence upon Miss Ada Marie Bateman and her amah Fung Ng. Gaingain admittance to the lady's house, 18 Bellios Terrace, by presenting a bogus letter, a gang of several ruffians heavily throttled both the lady and her amah and stole between \$300 and \$400 worth of jewelry. The jury have found that both of you were members of that gang; and that you, whether actually in the room at the time or not, were at least present on the premises aiding and abetting. As regards you, Chan Cheung, it appears, as indeed you yourself admitted after you were found guilty, that you were convicted before the Magistrate, in December 1902, of living on the proceeds of prostitution and were sentenced to a month's imprisonment.

The sentence upon you is that you be imprisoned and kept to hard labour for 7 years and receive 24 strokes with the birch within the first week of your imprisonment.

As regards you, Liu Ngau, you tried to minimise your share in these transactions by saying that you had nothing to do with the robbery, although you lived with the robbers and knew of the robbery and was asked by the robbers to pawn some of the stolen property. But the jury have found that you were present at the premises during the robbery, that you went with the robbers, and aided and abetted them even if you never went up stairs. The sentence upon you is that you be imprisoned and kept to hard labour for 5 years and receive 24 strokes with the birch during the first week of your imprisonment. I strongly recommend that, on your discharge from gaol you be deported from the Colony, and I will ask the Chief Officer of the Police to take a note of this recommendation in order that it may be brought to the notice of the Executive.

## CRIMINAL ASSAULT.

A Native lad, Lam T, aged 16, was charged on indictment with having committed a criminal assault on a child aged five years. Prisoner pleaded guilty. His Lordship, in summing up the case referred to the youth of the accused and sentenced him to two years' imprisonment with hard labour and twelve strokes with the birch.

The Court was adjourned until 10 o'clock tomorrow morning.

## THE INTERNATIONAL EXCHANGE COMMISSIONS.

## INTERESTING LETTER.

The following letter from Mr. Charles A. Conant, a member of the Committee on International Exchange of the United States, is important in that it explains the purposes of the commission and corrects some popular errors that have arisen in relation thereto.

## MR. CONANT'S LETTER.

LONDON.—The purposes of the Commission on International Exchange seem to be the subject of misapprehension in certain quarters, which I am confident you will be glad to aid in removing. It is not surprising, perhaps, that such misapprehensions have arisen partly from the nature of previous commissions on monetary matters sent to Europe by the United States and partly because of the somewhat complicated nature of the questions involved.

The primary purpose of the commission has been to promote the extension of the gold standard to China and other silver-using countries. It has been in this sense distinctively "a gold commission," rather than "a silver commission," as it has been called by one or two of those who have misunderstood its objects.

## MONETARY CHANGE FOR CHINA.

The Republic of Mexico, in preparing to establish the gold standard, thought proper to ask other silver-using countries to join her in the same object. In the case of China the fact that there are in that country few monetary experts, and that the power of the central government is somewhat impaired by the privileges of the Viceroy, in respect to coinage made it is deemed desirable to secure some degree of foreign influence. If such assistance had been sought from a single Power there would have been the gravest danger—indeed, practical certainty—that jealousies would have arisen among other Powers which might have put obstacles in the way of carrying out an intelligent monetary plan. It was to clear the way first of difficulties of a diplomatic character, therefore, that the Commission on International Exchange decided to confer with the Powers of Europe. It was thought desirable to explain to them the disinterested motives of the United States in aiding China to adopt a sound monetary system and to call their attention to the material economic benefits likely to result to the gold countries from the adoption of such a system.

## A SUCCESSFUL PLAN PROPOSED.

The methods by which the gold standard is to be introduced into China, it is not possible here to discuss in detail. It is sufficient to say that the method proposed by the American Commission has been in successful operation for twenty years in the Netherlands and the Island of Java, was introduced into British India in 1892, and has recently been sanctioned by the Congress of the United States for the Philippine Islands. In the Philippines and in China it has been felt that it would not be practicable to introduce a pure gold currency like that of Great Britain, because wages range from ten to twenty cents a day in gold, and a gold coin the size of a sovereign or a \$5 gold piece would represent nearly the earnings of a month. A large use of silver coins is necessary. These coins it is proposed to maintain as a gold parity by maintaining gold redemption funds, in the manner proved best by the experience of other gold standard countries.

## CHANGES IN COLONIES.

One important reason for seeking the co-operation of the European Powers was the fact that at least two of them besides the United States are themselves proposing to change the monetary basis of their colonies in the Orient. The British Government has taken the preliminary steps for carrying out this programme in the Straits Settlements, and France has done the same for her large possessions in Indo-China. The American Commission, in view of the adoption in the Philippines of a silver coin representing about the coinage value of 32 to 1, thought it desirable that in China and these European dependencies a small ratio should be adopted. It should be clearly understood, however, that the term "ratio" is not used with any reference to the bimetallic theory, that the ratio will in itself fix the value of the silver coins. That value should be maintained by Government control of the coinage and adequate provision for gold reserve. This has been from the beginning the consistent policy of the American Commission.

Whatever has come before the commission in regard to silver has been subsidiary to the fundamental object of introducing the gold standard into China and other silver-using countries.

## SILVER NOT INVOLVED.

The Governments of Europe have not been asked to change their own monetary systems. They have not been asked to increase their purchases of silver bullion. They have not been asked to join any monetary union for sustaining the price of silver. It has simply been suggested that if, in making such purchases of silver as they found actually necessary, they should distribute these purchases with a certain regularity as to time, this policy would tend to diminish violent fluctuations in the price of the white metal. It is difficult to see that only policy, and none in fact was made by any of the European commissions when the matter had been explained. The commission on international exchange has never believed that stable exchange could be secured except by the gold standard. Incidentally, however, it can hardly be disputed that violent fluctuations of exchange could be reduced by distributing the purchase of silver required by the Governments for coinage purposes with a certain regularity as to time, just as disturbances to the money market in the United States were diminished some dozen years ago, when the Government decided to distribute its pension payments at different agencies over different dates instead of making all the quarterly disbursements on the same day. Yours very respectfully,

CHARLES A. CONANT.

## SHIPPING AND MAILS.

**MAILS DUE.**  
Australian (Siberia) to-morrow.  
American (Siberia) 20th inst.  
English (Ballarat) 20th inst.  
Indian (Latakia) 23rd inst.  
Canadian (Empress of Japan) 24th inst.  
German (Hamburg) 25th inst.  
German (König Albert) 25th inst.  
American (America Maru) 3rd prox.  
Tacoma (Tacoma) 4th prox.  
French (Australia) 8th prox.

The E. & A. Co.'s s.s. *Eastern* from Sydney, 3rd, left Manila yesterday, and is due here to-morrow afternoon.

The I. C. S. N. Co.'s s.s. *Latakia* from Calcutta and the Straits left Singapore for this port on 17th inst., p.m.

The N. D. L. s.s. *Nürnberg* from Hamburg left Singapore for this port yesterday at noon, and may be expected here on or about 23rd inst.

The C. C. Co.'s s.s. *Lothian*, which sailed from Hongkong on 9th inst., arrived in Manila on the afternoon of 15th inst., for San Francisco, on 17th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.



## TELEGRAMS.

(Rutler's.)

## Columbia and the Panama Republic.

LONDON, 16th November.  
It is stated that the President of the United States of Columbia has issued a strong appeal to the Latin-American Republic to support a war with the object of retaking Panama.

The United States have decided to place a warship at the disposal of General Reyes on his arrival at Panama, and in order to prevent unpleasantness a warship will also be assigned to the Panama Government if it desires to confer with General Reyes.

## The Indisposition of the Kaiser.

The Kaiser's wound has almost healed and he is able to speak in whispers.

## The Revolution in Macedonia.

Saratoff, the noted Bulgarian leader, the last of the leaders operating in Macedonia, has returned to Sofia where he received an ovation from thousands. In addressing the people, he declared that the revolution was not subdued but only beginning.

LATER.

## The Viceroy of India's Visit to the Persian Gulf.

Lord Curzon has started for the Persian Gulf escorted by four cruisers.

## Accident to Lord Kitchener.

Lord Kitchener was riding alone through a tunnel at Simla when his horse taking fright swerved and dashed Lord Kitchener's leg against a projecting beam; both bones were broken and he lay helpless for half an hour before he was discovered.

## An Expedition to Tibet.

Reuters Agency is informed that it has been decided to occupy the Chumbi Valley, which is the key to Tibet, and to advance to Gyantse 150 miles from Lhasa. It is probable that the expedition will include some British troops.

## THE HONGKONG STEAM WATER-BOT CO., LD.

Following is the report for presentation to shareholders at the third annual general meeting to be held at the Company's Office, No. 37, Colaba Road, at noon, on Tuesday, the 24th day of November, 1903.

The consulting committee beg to submit to shareholders the annual report and accounts for the year ending 30th September, 1903.

It is very gratifying to the committee that the earnings of the past twelve months show a further improvement on those of last year. The net profits after paying all working expenses is \$18,025.72 and after deducting interim dividend and consulting committee fees and adding balance brought forward from last year, interest and scrip fees, leave a total of \$15,884.77, which amount with the approval of the shareholders, it is proposed to appropriate as follows:—

Final dividend of 6% making 12% for the year ending 30th September, 1903. \$4,491.00  
Write off goodwill..... 5,225.00  
" " boats..... 4,478.37  
" " furniture..... 91.09  
" " Wanchai staging..... 50.00  
Carry forward to New Account..... 1,548.81  
\$15,884.77

## GOODWILL.

The amount under this head will, after the provision made in this report, stand at \$1,000.00.

## BOATS.

The new boat built by Messrs. Bailey & Co. was taken over by the Company during the month of May, and has proved very satisfactory. All the boats are in good order.

## CONSULTING COMMITTEE.

Mr. Liap Tse San, having left the Colony, ceased to be a member of the Committee. Mr. Francisco Tse Yat of Messrs. Wing Kee & Co. has been invited to fill this vacancy, and this requires the confirmation of the shareholders at this meeting.

Mr. Chau Siu Ki retires from the Committee, but being eligible offers himself for re-election.

## AUDITOR.

The accounts have been audited by Mr. Hutton Potts, who offers himself for re-election.

## CHAU SIU KI, Chairman.

Hongkong, 16th November, 1903.

BALANCE SHEET, 30TH SEPTEMBER, 1903.

Liability.

Total capital 75 shares at \$10 each of which there was called up at date of last report.....\$750,000.00  
Plus final call on 500 shares at \$3..... 1,500.00  
\$765,000.00

Less: call on 50 shares unpaid..... 150.00  
74,850.00  
accounts payable..... 3,240.22  
unclaimed dividends..... 78.30  
profit and loss..... 15,884.77  
\$94,052.79

## ASSETS.

By cash in hand..... 1,145.40  
" Hongkong and Shanghai Bank..... 14,683.91  
" value of boats as per last report..... \$11,283.68  
Since added..... 26,765.66  
67,548.74  
furniture..... 191.09  
Wanchai staging..... 150.00  
undry debtors..... 3,108.63  
goodwill..... 7,725.00  
\$94,052.79

## PROFIT AND LOSS ACCOUNT.

To interim dividend paid.....\$3,666.02  
consulting committee for half-year..... 375.00  
4,041.02  
consulting committee and auditor..... 475.00  
Balance to be appropriated as follows:—  
Final dividend of 6%..... 4,491.00  
Write off goodwill..... 5,225.00  
" " boats..... 4,478.37  
" " furniture..... 91.09  
" " Wanchai staging..... 50.00  
\$15,884.77

Carry forward to new account..... 1,548.81

15,884.77

\$20,700.39

By balance brought forward, 30th Sept. 1903..... 2,386.41

interest..... 277.90

scrip fees..... 10.25

balance of working account..... 18,025.72

\$20,700.39

J. W. Kew, Manager.

W. HUTTON POTTS, Auditor.

Hongkong, 16th November, 1903.

V. R. C. REGATTA.

PROGRAMME OF EVENTS.

The forty-sixth meeting, held under the auspices of the Victoria Recreation Club, will take place on Wednesday and Thursday, the 16th and 17th prox. Following is the programme which is subject to alteration:—

## FIRST DAY.

1st Race.—1 P.M. LIGHT GIGS.—Open to European Non-Commissioned Officers and Men of any Regiment or Corps of the Garrison or to European members of the Police Force. Entrance, \$1. Distance, one mile. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. 1st prize, \$15; 2nd prize, \$10; (post entries). Service oars and conditions.

2nd Race.—1.30 P.M. CHALLENGE CUP.—Open. Victoria Recreation Club v. Hongkong Boat Club. For four-oars. (Seniors). Distance, one mile and a-half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club or Unit.

3rd Race.—2 P.M. HARBOUR POLICE.—Open to the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10; second prize, \$4. Three boats to start for two prizes.

4th Race.—2.30 P.M. PARSER CUP.—Presented by the Parsee Community of Hongkong. For four-oars. (Juniors). Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

5th Race.—3 P.M. MEN-OF-WAR'S CUTTERS.—The boats to be approved and handicapped if necessary by the Committee. Distance, one mile. Time allowed for oars 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; second prize, \$5. (Post entries). Service oars and conditions.

6th Race.—3.30 P.M. GERMAN CUP.—Open. Presented by the Members of the Club Germania. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the competing Club or Unit.

7th Race.—4 P.M. SHAKS BOATS.—Open to Chinese Snake Boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes.

8th Race.—4.30 P.M. TUB SCULLING.—(Tub Sculling boats). Distance, Half-mile. Entrance, \$1. To be rowed in boats the property of the Victoria Recreation Club.

9th Race.—5 P.M. CHAIRMAN'S CHALLENGE CUP.—For four-oars. (Seniors). Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Sailing Race, 1.—FOR FIN OR BULL-KEELED YACHTS, including all yachts classed as First, Second and one Design in the Club Races of the Royal Hongkong Yacht Club. Entrance, a Cup. Entrance fee \$4.00. Handicap. Sailing Race, 2.—FOR YACHTS AND PARTIAL-KEELED BOATS, not eligible to enter for prize 1 (Chinese owned vessels excluded). Entrance, a Cup. Entrance fee \$4.00. Handicap. Sailing Race, 3.—FOR ALL OPEN BOATS.—Any rig (Chinese owned boats excluded). Keels allowed. Entrance fee, \$2.00. Handicap.

SECOND DAY.

1st Race.—1 P.M. LIGHT GIGS.—Open to European Non-Commissioned Officers and Men of any Regiment or Corps of the Garrison or to European crews of any of H. M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. Winning crew of 1st race, first day, to be handicapped by the Committee. 1st prize, \$15; 2nd prize, \$10 (post entries). Service oars and conditions.

2nd Race.—1.30 P.M. INTERNATIONAL CHALLENGE CUP.—For four-oars. Cup presented by the late J. S. Sprat, Esq., to be held by the winning crew for one year, but to remain the property of the Club. (Prizes presented). Distance, one mile and a-half. Entrance, \$10. To be rowed in boats the property of the competing Club or Unit.

3rd Race.—2 P.M. HARBOUR POLICE.—Open to the Chinese Members of the Harbour Police. To be rowed in the Service Boats. Distance, one mile. Entrance, 50 cents. Winners of 3rd race, first day, excluded. First prize, \$10. Second prize, \$4. Three boats to start for two prizes.

4th Race.—2.30 P.M. FOR MEN-OF-WAR'S GIGS AND WHALES.—Dis. once, one mile. Entrance, \$1. First prize, \$15; second \$5. The boats to be approved of by the Committee. Time allowance for oars, 8 seconds per oar. Three boats must start or no race. (Post entries). Service oars and conditions.

5th Race.—3 P.M. BOYS' RACE.—(Open to all schools in the Colony) Half-mile. Each school to be represented by one crew only. Age 15 and under. Entrance free. To be rowed in boats the property of the Victoria Recreation Club.

6th Race.—3.30 P.M. LADIES' PRIZE.—Open. Presented by the Ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the competing Club or Unit.

7th Race.—4 P.M. BROOKERS' CUP, LIGHT GIGS (Double sculls). Presented by the Broker of Hongkong. Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the VICTORIA RECREATION CLUB.

8th Race.—4.30 P.M. CHINESE CUP.—Presented by the Chinese Community of Hongkong. For four-oars. (Juniors). Distance, one mile. Entrance, \$10. To be rowed in boats the property of the VICTORIA RECREATION CLUB.

Sailing Race.—FOR FIN OR BULL-KEELED YACHTS, including all yachts classed as first, second, and one-design in the Club Races of the Royal Hongkong Yacht Club. Entrance, a Cup for 1st and 2nd boats. Entrance Fee, \$4. Handicap.

Sailing Race.—FOR ALL OPEN BOATS, any rig (Chinese owned boats excluded) Keels allowed. Entrance fee \$2. Handicap.

## ADMIRALTY DOCK.

The following is Mr. Shewan's second letter to the Times on the subject of the Admiralty Docks:—

Sir,—With reference to my letter of July 17 I now forward, as promised, a plan of a dockyard at Hung Hom Bay, Kowloon, which would undoubtedly be a much more commodious and suitable naval establishment than the one now proposed by the Admiralty. Below I give the comparative figures of the two schemes.

PRESENT SCHEME. AREA OF SITE 44 acres. At Hung Hom Bay 350 acres.

Sheltered water area—160 acres. Length of sea frontage—5,200 ft.

Graving docks—Three, length 156 ft. length 550 ft.

Naval works, distributed over the following:—Repairs and victualling (Naval yard), coaling Kowloon and West Point, torpedo (Kowloon), viz., four separate establishments.

Estimated cost of present extension scheme works and equipment only, £1,200,000. Estimated cost of scheme giving more accommodation, £7,000,000.

These figures show an extra cost of £5,800,000, against which there would be the value of the present site, roughly 1,000,000 ft. at \$12 per foot—\$12,000,000, or, say, £1,000,000, not including the present plant, machinery, and buildings, which could no doubt be utilised for the new establishment.

The alternative scheme would, therefore, give three docks instead of one, double the length of sea frontage, eight times the area of land, and 17 times the area of sheltered water for the same or less cost, would restore to Hongkong its continuous water front from East to West, and relieve the city of an incubus and the harbour of a nuisance to traffic and eyesore to everyone.—I am, &c.,

HONGKONG.

ROBT. SHEWAN.

## SANITARY BOARD.

A meeting of the Sanitary Board will take place to-morrow at 4.30 p.m. instead of 4.15 p.m. as usual.

ORDERS OF THE DAY.

Mr. Rumjahn, pursuant to notice, will move:—1. That the Medical Officer of Health be requested to furnish the Board with the following particulars in respect to the kitchen, the ground surface, and the inlet to the drain of the ground floor of No. 218, Hollywood Road for which a bake-house licence was issued on the 4th inst.:

(a) State whether the kitchen is a basement; and, if it is, whether it is in compliance with the provisions of section 45 of the Public Health and Buildings Ordinance, 1903. (b) State whether the ground surface complies with the provisions of Rule 2 of the Bake-house By-laws. (c) The inlet to the drain being in the back-yard state whether it is in accordance with the provisions of Rule 4 of the Bake-house By-laws.

That the following Standing Order passed on the 30th day of July, 1913, be rescinded:—"Applications for licences under Schedule B of the Public Health and Buildings Ordinance, 1903, may be dealt with in accordance with the recommendations of the officers of the Board without a resolution to that effect in each case after the circulation of the papers to the members of the Board, provided there are no adverse comments on the circulating cover under which the application has been circulated to the members of the Board."

G. A. Woodcock, Secretary.

AGENDA.

1. Application for exemption from the provision of full yard space for Nos. 34, 35 and 38 Temple Street, Yau-mai.

2. Application for exemption from the provision of open spaces in respect of certain houses on Kowloon Inland Lots 1089, 1091, 1092 and 1093.

3. Application for exemption from the provision of full yard spaces for Nos. 8 to 13 Star Street.

4. Application for exemption from the provision of a yard for No. 19 Chater Street.

5. Application for exemption from the provision of a scavenging lane in respect of No. 19 Queen Street.

6. Application for permission to use a portion of the Depot of the Dairy Farm Company to house and store poultry.

7. Correspondence relative to painting and polishing the shelves in pawn-shops.

8. Correspondence relative to No. 7 of the Scavenging and Conservancy By-laws.

9. Further correspondence relative to using the basement of No. 165 Queen's Road Central for the preparation of food.

10. Application for permission to use the basement of No. 63 First Street, for the preparation and storage of food.

11. Application for a soap-boiling licence in respect of No. 13 Queen's Road East.

12. Applications for licences and the renewal of licences for the sale of food for man outside the Public Markets.

13. Results of the analysis of two samples of well water.

14. Mortality Statistics for the week ended August 22nd, 1903.

15. Lime-washing Return for the fortnight ended 10th November, 1903.

16. Rat Returns for the fortnight ended 10th November, 1903.

CHINESE ENGINEERING AND MINING CO.

Mr. W. F. Turner presided at the second annual general meeting, held at Winchester House on 15th ult., and in moving the adoption of the report, first read the auditor's report, which stated inter alia:—

"We have not examined vouchers in respect of payments made in China. We have verified the cash at bankers in London, Brussels, and the cash in hand in China in accordance with the signed statements received from the manager there. The titles to the company's property, and the certificates of the shares held, are not lodged in China." The Chairman went on to state that the item of creditors on February 28, last, amounted to £99,884. This was an unusually large amount, owing to the fact that at that date nearly £40,000 had accrued to the credit of the contractors in respect of the works at Ching-Wang-Tao. The debenture issue stood at the full amount of £500,000. The debentures had not been redeemed out of profits by annual drawings at the rate of £10,000 a year, commencing this year. Ultimately the debentures would be extinguished, and a reserve of £500,000, there would be a reserve of £500,000, after making provision for bad and doubtful debts. On Feb. 28, 1902, the stock of coal and coke consisted of 56,680 tons of coal and 2,277 tons of coke; at Feb. 28 last the figures were 196,520 tons of coal and 308 tons of coke. The stock of coal was since reduced to about 140,000 tons. The capital expenditure during the year showed an increase of £126,000, consisting mainly of the expenditure in connection with works at Ching-Wang-Tao, including outlay on new pier, the old Admiralty pier, railway siding, buildings, &c. The balance of £26,000 consisted of new staff buildings and mine buildings at Tongsan Colliery, and the cost of deepening of the Lualaba Canal, which was a very important channel for the transport of their coal, and connecting them with the great waterways of China. The gross profit for the year, after providing for bad and doubtful debts, was £113,376 or about £1,000 less than the corresponding figure for the previous year. The interest account, however, showed an increase, so that the total was £172,768, which after deductions left a net balance of £76,607, about 74 per cent. on the capital. With reference to the works at Ching-Wang-Tao, the Chairman stated that the pier had been attacked by seawater, and would have only a very short life. The original contract for the construction of the pier was entered into by the old Chinese Engineering and Mining Company of Tientsin, in May, 1900. It was in respect of this contract, and chiefly for the purpose of providing for three works, that the old company made the issue of £500,000 of what were known as Kaiping bonds. A considerable amount had been paid up on these bonds at the time this company was formed, and the bonds were ultimately redeemed by the company, being merged in their 6 per cent. debenture issue. Out of the total length of 2,500 ft. of the breakwater, the piling for 1,700 ft. was completed last February. The news that the breakwater had been attacked by the seawater came as a complete surprise. Ultimately the contract was terminated by mutual consent. The full amount which had accrued to the contractors had been paid with the exception of some trifling sums which were being investigated in China. The board subsequently decided not to proceed with the work of constructing the breakwater, but it was decided to construct a rubble slope on the outside which could ultimately be combined with the more permanent work under consideration. The shipments from Ching-Wang-Tao during the year ended Feb. 28 amounted to about 165,000 tons. In due time this port would develop a trade proportionate to the facilities which it offered. So far the results of the current year as compared with those of the past year showed a considerable improvement. Mr. G. T. Symons seconded the motion.

Mr. Pearson did not think the shareholders could feel very well satisfied with the balance-sheet, having regard to the report which was issued by the directors in 1901, when the estimated profits amounted to £263,000. It was a difference of £180,000 from what they were led to expect. Notwithstanding this decrease in profits the office expenses came out at 5.6 per cent. of the gross profits, or an increase for the year of 1.34 per cent. In his opinion mining property was worthy of the name which could not pay 10 per cent. and place 10 per cent. to reserve.

Mr. Wilmer said he was a shareholder in China, and desired to know why it was necessary for the company to have an office in London and another in Brussels. Why was there any necessity for two administrations of that kind? He noticed, moreover, that the expenses of the Brussels office (£3,550) were much heavier than those in London. Would it not be possible to conduct the operations of the company where the property was situated—in China—and thus very much reduce the expenses.

Mr. Sledge wished to know by whom the debentures were held. Were they held by the Syndicate de l'Orient et du Banque d'Outremer? He also asked why, though the company was two years old there was no Stock Exchange quotation.

Mr. Dooney said that no reference had been made by the chairman to a matter which had caused a great deal of uneasiness to shareholders in China. Being so far away they could not make inquiries, or get satisfactory explanations, as they would be able to do if they were on the spot, in London. He referred to the rumours with regard to claim said to have been made upon the company by Mr. Chang Yen-mao. He believed the majority of the shareholders were entirely in the dark in the matter, and he would like the chairman to give them a general idea as to how the matter stood—both amount and general terms of the claim, and the attitude of the board in respect thereto. Then there was a small matter to which he wished to refer. In the assets, as mentioned in the balance-sheet, no reference was made to the company's fleet of steamers. The item of property, rights, and underlings stood as one lump sum of over £1,000,000 sterling. Although the chairman might have referred to it last year, when the accounts reached China, there was a great deal of speculation as to whether the new company really owned these steamers—whether they were really an asset of the company or not. He hoped the directors might see the importance of the items in the accounts going out to China being carefully audited.

The chairman, in answer to Mr. Pearson, said he was quoting from a report dealing with the prospects and possibilities of the company the report which was not a document for which the board had any responsibility. It was the mining engineer's report on the then existing state. If Mr. Pearson meant that a company that cannot pay 10 per cent. and put 10 per cent. to reserve every year is no good, there is only one remedy for him, and that is to sell his shares. Mr. Wilmer asked why it was necessary to have an office in London and another in Brussels. From the constitution of the board of directors one-half of the number are English directors and the other half are Belgian. Not only was half the share capital held on the Continent, but more than half the debentures are held there also, in the hands of some hundreds of persons. Mr. Sledge: I asked if they were held by the Syndicate de l'Orient and the Banque d'Outremer. The Chairman: They are both holders. Mr. Sledge: To what extent? The Chairman: We cannot answer that, because they are bearer bonds. Mr. Sledge: They are trustees and no trust deed, I understand. The Chairman: There was no necessity. As regards the suggestion that the affairs of the company should be conducted entirely in China, that was out of the question. It was an English company, with London as its headquarters, and the suggested abolition of the offices of Europe, with a view to conducting the whole thing in China, was utterly impossible. Mr. Dooney had raised a more serious matter. The action by Mr. Chang Yen-mao was against several defendants, of whom the company is one, the object being to enforce the terms of a memorandum dated Feb. 19, 1901, with reference to the formation in China of a local board for the administration of the company's business there. This action had no reference to any money question at all; it was purely a question of administration. There is no liability involved to the company. The memorandum in question had no legal effect whatever. The board of directors was not a party to it, and had, in fact, no knowledge of it until long afterwards. The board, however, has always been alive to the advantages of maintaining good relations with the Chinese authorities, and with that view, as well as in view of the large amount of share capital held in China, they would welcome the co-operation of a suitable local board, indeed, the board of directors made definite suggestions in writing for the establishment of a local board.

Mr. Crisp qualified this statement that the action was not a question of money. Technically there was a claim for damages; but, practically and substantially, the action was for the purpose of enforcing the memorandum.

Mr. Dooney: What is the amount? Mr. Crisp: They claim damages; but no amount is mentioned.

The Chairman: The action was one merely to enforce the terms of this memorandum, and the board could see nothing whatever in it, and were advised that there is nothing in it. As to the steamers, of course, they are included in the lump sum of £1,140,000. They would be specifically mentioned on the face of the next balance-sheet. As regards this large sum being split up, no doubt we shall be able to do that later on; but the final figure was not yet ascertained.

The resolution was then passed, Messrs. Symons, Walford, de Laveleye and V. Stoclet were re-elected directors, and the auditors reappointed.

that date nearly £40,000 had accrued to the credit of the contractors in respect of the works at Ching-Wang-Tao. The debenture issue stood at the full amount of £500,000. The debentures had not been redeemed out of profits by annual drawings at the rate of £10,000 a year, commencing this year. Ultimately the debentures would be extinguished, and a reserve of £500,000, there would be a reserve of £500,000, after making provision for bad and doubtful debts. On Feb. 28, 1902, the stock of coal and coke consisted of 56,680 tons of coal and 2,277 tons of coke; at Feb. 28 last the figures were 196,520 tons of coal and 308 tons of coke. The stock of coal was since reduced to about 140,000 tons. The capital expenditure during the year showed an increase of £126,000, consisting mainly of the expenditure in connection with works at Ching-Wang-Tao, including outlay on new pier, the old Admiralty pier, railway siding, buildings, &c. The balance of £26,000 consisted of new staff buildings and mine buildings at Tongsan Colliery, and the cost of deepening of the Lualaba Canal, which was a very important channel for the transport of their coal, and connecting them with the great waterways of China. The gross profit for the year, after providing for bad and doubtful debts, was £113,376 or about £1,000 less than the corresponding figure for the previous year. The interest account, however, showed an increase, so that the total was £172,768, which after deductions left a net balance of £76,607, about 74 per cent. on the capital. With reference to the works at Ching-Wang-Tao, the Chairman stated that the pier had been attacked by seawater, and would have only a very short life. The original contract for the construction of the pier was entered into by the old Chinese Engineering and Mining Company of Tientsin, in May, 1900. It was in respect of this contract, and chiefly for the purpose of providing for three works, that the old company made the issue of £500,000 of what were known as Kaiping bonds. A considerable amount had been paid up on these bonds at the time this company was formed, and the bonds were ultimately redeemed by the company, being merged in their 6 per cent. debenture issue. Out of the total length of 2,500 ft. of the breakwater, the piling for 1,700 ft. was completed last February. The news that the breakwater had been attacked by the seawater came as a complete surprise. Ultimately the contract was terminated by mutual consent. The full amount which had accrued to the contractors had been paid with the exception of some trifling sums which were being investigated in China. The board subsequently decided not to proceed with the work of constructing the breakwater, but it was decided to construct a rubble slope on the outside which could ultimately be combined with the more permanent work under consideration. The shipments from Ching-Wang-Tao during the year ended Feb. 28 amounted to about 165,000 tons. In due time this port would develop a trade proportionate to the facilities which it offered. So far the results of the current year as compared with those of the past year showed a considerable improvement. Mr. G. T. Symons seconded the motion.

Mr. Pearson did not think the shareholders could feel very well satisfied with the balance-sheet, having regard to the report which was issued by the directors in 1901, when the estimated profits amounted to £263,000. It was a difference of £180,000 from what they were led to expect. Notwithstanding this decrease in profits the office expenses came out at 5.6 per cent. of the gross profits, or an increase for the year of 1.34 per cent. In his opinion mining property was worthy of the name which could not pay 10 per cent. and place 10 per cent. to reserve.

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## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 19th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"NINGCHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 27th November.
MARSEILLES, L'POOL & A'WERP	"HYSON"	On 4th December.
LIVERPOOL	"ACHILLES"	On 11th December.
MARSEILLES, L'POOL & A'WERP	"PROMETHEUS"	On 18th December.
MARSEILLES, L'POOL & A'WERP	"ANGELUS"	On 25th December.
LIVERPOOL	"DIOMED"	On 1st January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 20th November.
all PACIFIC COAST PORTS, via	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA		

S.S. "DEUCALION" from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for  
Hongkong on the 23rd inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th November, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"HUPEH"	19th November.
SHANGHAI	"WHAMPOA"	20th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th November, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st Nov., at 10 A.M.
PERLA	1980	J. McGinty	MANILA VIA AMOY	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 28th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 18th November, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

1266c

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 18th Nov.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	TUESDAY, 24th Nov.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.

\* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa, and are fitted with all modern improvements. Excellent accommodation is  
provided for 1st class passengers, and a duly qualified doctor is carried.All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at  
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S  
steamers from Shanghai.For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at  
No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 17th November, 1903.

## Shipping—Steamers.

TOYO KISEN KAISHA  
MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 20th November, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

Hongkong, 16th November, 1903.

K. NAKASHIMA, Manager.

[171c]

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.

## STEAM FOR

FIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, COL-

OMBO, BOMBAY, KARACHI, ADEN,

SUZ and PORT SAID.

(Taking Cargo at through rates to the

BRAZILS, to SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT,

VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched as

above TO-MORROW, the 19th instant,

at Noon.

For Information as to Passage and Freight

apply to

SANDER, WIELER &amp; Co.,

Agents.

Princes' Building,

Hongkong, 18th November, 1903.

[1234c]

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

## STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as

above on WEDNESDAY, the 19th instant,

at Noon.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

General Agents.

Hongkong, 13th November, 1903.

[1284c]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

## 司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MAN-

ZANILLO, MEXICO AND

SAN FRANCISCO.

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above

Ports, on WEDNESDAY, the 2nd December,

at Noon.

For Freight, apply at the Company's Office,

No. 20, Des Voeux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 14th November, 1903.

[1365c]

## CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLES, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Un-

rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 8th July, 1903.

[804c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommodation

for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[322c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain, SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week

Days, at 7.30 A.M. on Excursion Sundays,

at 8.30 A.M. from Macao, Week Days at about

2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days)—1st Class (including

cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class

Single Ticket, \$2; Return Ticket, \$3. Return

Ticket including Tiffin and Dinner either on

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip EVERY

SUNDAY. It takes only 3½ hours to reach

Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

(1073c)

## Consignees.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. *Ortel* and *Guadiana*, and from  
Havre s.s. *Guadiana*, and from Bordeaux  
ex s.s. *Le Rochefort* and *Cambray*, in con-  
nection with above Steamer, are hereby infor-  
med that their Goods, with the exception of Opium,  
Treasure and Valuables are being landed  
and stored at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and Go-  
down Co., Limited, at Kowloon, whence delivery  
may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, the 17th instant, re-  
questing it to be landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after TUESDAY, the 24th instant, at NOON,  
will be subject to rent and landing charges.  
All claims must be sent in to me on or before  
the 24th instant, or they will not be recognised.  
All damaged packages will be examined on  
TUESDAY, the 24th instant, at 3 P.M.  
No Fire Insurance has been effected.G. DE CHAMPEAUX,  
Agent.

Hongkong, 17th November, 1903. [1049c]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
No Fire Insurance will be effected by us in  
any case whatever.DODWELL & Co., LIMITED,  
Agents.

Hongkong, 16th November, 1903. [874d]

BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge of the Vessel  
on board after NOON, TO-MORROW, the 18th  
instant, will be landed at Consignees' risk and  
expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 17th November, 1903. [1376c]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.  
Cargo impeding the discharge of the Vessel  
at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 P.M. of  
the 19th instant will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited.Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside;  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 17th November, 1903. [1377c]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"MANILA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Godowns of the Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
intimation is given to the contrary before 1  
P.M. TO-DAY.  
Goods not cleared by the 22nd instant, at  
4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representative at an appointed  
hour.  
All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.  
No claims will be admitted after the goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 16th November, 1903. [14]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC"

are hereby notified that their Goods are at  
their risk being discharged into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Lot 243), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.  
Goods remaining unclaimed after the 20th  
instant will be subject to rent.  
All claims must be sent in to me on or  
before the 23rd instant or they will not be  
recognised.

No Fire Insurance has been effected.

J. STUART THOMSON,  
Acting Agent.

Hongkong, 13th November, 1903. [1]

## Consignees.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.Goods not cleared by the 21st instant will be  
subject to rent.No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 14th November, 1903. [1263c]

## NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND

STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the  
above ports, Consignees of Cargo are hereby  
notified that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.</



## Shipping.

## Arrivals.

Zafiro, Br. s.s., 1611, Rodger, 17th Nov.—  
Manila 15th Nov., Hemp, S. T. & Co.  
Arratoon Apar, Br. s.s., 2931, Fey, 17th Nov.—  
Calcutta via Penang and Singapore 10th  
Nov., Gen.—D. S. & Co., Ltd.  
Algerine, H.M.S. sloop, 1050, Nugent, 17th  
Nov., Ningpo 12th Nov.  
Haimun, Br. s.s., 636, Gibson, 18th Nov.—  
Swatow 17th Nov., Gen.—D. L. & Co.  
Onsang, Br. s.s., 1787, Davies, 18th Nov.—  
Java 7th Nov., Sugar, J. M. & Co.  
E-Sang, Br. s.s., 1127, Richard, 18th Nov.—  
Newchwang and Chefoo 11th Nov., Gen.—  
J. M. & Co.  
Amphirite, Br. cruiser, 11,000, Windham, 18th  
Nov., Singapore 12th Nov.  
Aragonia, Ger. s.s., 334, Forst, 18th Nov.—  
Hamburg 23rd Sept., and Singapore 11th  
Nov., Gen.—H. A. L.  
Tamba Maru, Jap. s.s., 3,800, Wale, 18th Nov.—  
London via Singapore 12th Nov., Gen.—  
N. Y. K.  
Sabine Rickmers, Br. s.s., 318, Nasbet, 18th  
Nov.—Canton 17th Nov., Ballast—A. K.  
& Co.  
Anping Maru, Jap. s.s., 1,053, Goto, 18th Nov.—  
Fochow via Amoy and Swatow 17th  
Nov., Gen.—O. S. K.  
Rohilla Maru, Jap. s.s., 3,399, Bent, 18th Nov.—  
Manila 16th Nov., Gen.—T. K. K.

## Clearances at the Harbour Office.

Tsinau, for Manila.  
E-Sang, for Canton.  
Aragonia, for Shanghai.  
Haimun, for Haiphong.  
Fuk Kong, for Macao.  
Kwangping, for Canton.  
Thales, for Manila.  
Empress of India, for Shanghai.  
Wingchut, for Macao.  
Gregory Apar, for Singapore.  
Chan On, for Wuchow.  
Dundee, for Vancouver.  
Thales, for Coast Ports.  
Wakamatsu Maru, for Moji.  
Maiden Maru, for Anping.  
Rajadur, for Swatow.  
Choyang, for Canton.  
Hsin Fung, for Fochow.  
Gregory Apar, for Calcutta.  
Tsinau, for Australian Ports.  
Kufang, for Manila.  
Kowloon, for Kobe.  
Shikano Maru, for Moji.  
China, for Shanghai.  
Haimun, for Haiphong.  
Triumph, for Haiphong.  
Kwangping, for Tientsin.

## Passengers arrived.

Per Haimun, from Swatow—Messrs. Adam,  
Melcherson, da Rosa, and 58 Chinese.  
Per Arratoon Apar, from Singapore—Mr.  
and Mrs. Porper, Major Barnes, Messrs. Ezra,  
Newhouse, and 28 Chinese.  
Per Tamba Maru, from London—Bishop,  
Mrs. and Master Fose, Rev. Mrs. and Miss Nasro,  
Misses Greenough, Woodruffe, Mellor, Tomlinson,  
Messrs. Waite, Beswick, Davidson and  
Nonweiler.  
Per Zafiro, from Manila—Messrs. E. C.  
Barnes, Gey, F. Lang, Weir, A. G. Be Yoo J. A.  
H. Hall, Jas. Felton, Jose Moreno, Geo.  
Samsfield, S. S. Reid, John Glaughen, W. R.  
Barnes, J. Robinson, Henry Richards, John  
Roe, J. C. Satterlee, Mr. and Mrs. Foulton and  
child, Messrs. J. Edwards, J. Clinton, Miss  
Hunter, and 82 Chinese.  
Per Armand Behie, for Hongkong from  
Marseilles—Mrs. Dulot. From Colombo—  
Messrs. Fletcher, Vatel, Daruwalla, Bhesania  
and Patel, Sisters Benedicta, Etheludo, Ber-  
nardine, Zelia, Ant. de Brives and Leonie.  
From Singapore—Messrs. J. Van den Hurk  
and Bonnel. From Saigon—Mr. and Mrs.  
Ascoli, Mr. and Mrs. Berindague, Mr. and  
Mrs. Latard, Messrs. Latard, Messrs. A.  
Schmidtborn, Tiersionner, Montmayeur, Ma-  
suith Oty, Grube and Lussen. For Shanghai  
from Marseilles—Mrs. Chollot and 2 children.  
Lieuts. Guichard and Grasset, Capt. Martin,  
Miss Mathilde, Messrs. R. Saker, L. Peel, C.  
Williams, H. D. Tyndall, D. D. Hilliard, F.  
Cassell, Poullain, Duguesne, Rivat, J. A.  
Harnie and Therny. From Port Said—Mr.  
Salim Award. From Colombo—Rev. S. Dar-  
menal, Messrs. Bourhoux, J. B. Kharas, Nana-  
vati, Martin, Shumker Jettier, Jean Nicolaidis  
and Lambere. From Saigon—Mr. Henriot.  
For Yokohama from Marseilles—Mr. and Mrs.  
Schwab and child, Consul and Mrs. Steenacker,  
Miss Joubert, Messrs. J. Pronon, Mistral Ber-  
nard, Nishivo, Nagasaki and Roumanille.  
From Colombo—Messrs. Moreau, Odentha,  
Fortin, Donat, Vallee, Gerubud, Laboy, Comet,  
Marques, Gaj n and Burawager. From Singa-  
pore—Mr. David Ideler. From Saigon—  
Mr. and Mrs. Lurue. For Kobe from Colombo  
—Messrs. Abdul Kadir and Nichta.

## Passengers departed.

Per Aki Maru, for Shanghai—Mr. and Mrs.  
Arthur Hill, Mr. and Mrs. Kelly, Mr. and Mrs.  
E. Lazern, and Miss Norman, Messrs. J. J.  
Connell, Leo A. Wilke, Alex. Knox, L. Nelson,  
B. Carrington, R. Ishizaki, R. Yokoyama, G.  
Kawaguchi, K. Kobayashi, Y. Nishikami and  
S. Kawaguchi. For Moji—Messrs. Li Yock  
Cheong and K. Aoyama. For San Francisco  
—Mr. A. S. Anderson.

## Shipping Reports.

Str. Onsang from Java—Moderate weather  
throughout.  
Str. Haimun from Swatow—Dull hazy weather,  
smooth sea, calm.

Str. Zafiro from Manila—Passed derelict  
junk upper works awash in Lat. 21° 16' N. and  
Long. 115° 0' E.

Str. Zhang from Newchwang—There to  
Chefoo light W. to S.W. breeze, and fine wea-  
ther, thence to Namki light moderate E. and  
S.E. winds, thence to Turnabout fresh breeze  
and rough sea, passing shower, thence to port  
light breeze and calm.

Str. Lue ter from Saigon—There to Cape  
Padaran fresh E. and N.E. wind, and fine wea-  
ther, between the Paracels of 12° and 17° N  
experienced hard N.W. and N.W. gales, with  
high confused sea, from thence to port fresh to  
moderate N.E. and E. winds, and fine weather.

## Vessels in Port.

AN PHO, Br. s.s., 966, Kynoch, 14th Nov.—  
Swatow 11th Nov., Gen.—B. & Co.  
Benvorlich, Br. s.s., 2,164, Thomson, 14th Nov.—  
Moji 9th Nov., Coal—G. L. & Co.  
Borneo, Ger. s.s., 2,168, Muhle, 10th Nov.—  
Sandakan 4th Nov., Gen.—M. & Co.  
China, Aust. s.s., 3,852, Svenich, 15th Nov.—  
Singapore 7th Nov., Gen.—S. W. & Co.  
Ellen Rickmers, Ger. s.s., 995, Heinrichsen, 7th  
Nov.—Moji 1st Nov., Coal—A. K. & Co.  
Glenragh, Br. s.s., 2,300, Holman, 14th Nov.—  
Singapore 5th Nov., Gen.—McG. B. & G.  
Hailan, Fr. s.s., 377, Andersen, 15th Nov.—  
Pakhoi and Hoilow 14th Nov., Gen.—A.  
R. M.  
Hinsang, Br. s.s., 1,536, Sawyer, 16th Nov.—  
Hongay 14th Nov., Coal—J. M. & Co.  
Hupei, Br. s.s., 1,205, Mathias, 14th Nov.—  
Cebu and Hoilow 9th Nov., Gen.—B. & S.  
Kansu, Br. s.s., 801, Somerville, 15th Nov.—  
Hoilow 9th Nov., Ballast—B. & S.  
Koup Maru, Jap. s.s., 1,787, Minamikawa, 8th  
Nov.—Kobe 4th Nov., Coal and Gen.—  
Tong Yok Chon.  
Laertes, Br. s.s., 1,340, Jackson, 17th Nov.—  
Saigon 10th Nov., Rice and Gen.—Nam  
Wo & Co.  
Loosoh, Ger. s.s., 1,021, Schnur, 26th Oct.—  
Bangkok and Koh-si-chang 16th Oct., Rice  
and Wood—B. & S.  
Madeleine Rickmers, Ger. s.s., 1,020, Sanders,  
11th Nov.—Bangkok 2nd Nov., Rice—A.  
K. & Co.  
Marie Johnson, Ger. s.s., 1,771, Meyer, 10th  
Nov.—Samarang 30th Oct., Sugar—J. &  
Co.  
Mausang, Br. s.s., 1,644, Welsh, 14th Nov.—  
Sandakan 8th Nov., Timber—J. M. &  
Co.  
Michael Jensen, Ger. s.s., 710, Uldrup, 16th  
Nov.—Pakhoi 12th Nov., and Hoilow  
15th Nov.—J. & Co.  
Mongkut, Ger. s.s., 859, Gotsche, 17th Nov.—  
Bangkok 11th Nov., Rice—B. & S.  
Ningchow, Br. s.s., 4,996, Riley, 13th Nov.—  
Tacoma 10th Oct., and Moji 9th Nov.,  
Gen.—B. & S.  
Nippon Maru, Jap. s.s., 3,437, Greene, 13th  
Nov.—San Francisco 15th Oct., Honolulu  
22nd, Yokohama 5th Nov.—Kobe 6th,  
Nagasaki 8th, and Shanghai 11th, Mail  
and Gen.—P. M. S. S. Co.  
Oceana, Ger. s.s., 700, Janke, 8th Nov.—  
Caroline Islands 1st Nov., Copra—S. &  
Co.  
Olympia, Am. s.s., 1,730, Dixon, 16th Nov.—  
Tacoma via Paris 17th Oct., Gen.—D.  
P. & Co., Ltd.  
Petrich, Ger. s.s., 1,251, Ahrens, 11th Oct.—  
Sourabaya 30th Sept., Sugar—S. W. &  
Co.  
Pitsanulok, Ger. s.s., 1,267, Fuchs, 16th Nov.—  
Bangkok 6th Nov., Rice and Timber—  
B. & S.  
Purnea, Br. s.s., 3,127, Packham, 17th Nov.—  
Calcutta via Rangoon and Singapore 10th  
Nov., Gen.—J. M. & Co.  
Salamanca, Br. s.s., Scott, 27th Oct.—Singapore  
19th Oct., Gen.—B. & Co.  
Tai Lee, Ger. s.s., 838, Michelsen, 4th Nov.—  
Swatow 3rd Nov., Ballast—M. & Co.  
Tai Ping, Ch. s.s., 1,376, Britsander, 12th Nov.—  
Wuhu and Chinkiang 5th Nov., Gen.—  
Order.  
Trocas, Br. s.s., 2,657, Phillip, 8th Nov.—  
Hankow 1st Nov., Ballast—A. K. & Co.  
Tungshing, Br. s.s., 1,185, Selby, 13th Nov.—  
Canton 14th Nov., Gen.—J. M. & Co.  
Ulabrand, Nor. s.s., 1,269, Andersen, 17th Nov.—  
Moji 11th Nov., Coal—C. & Co.  
Victoria, Swed. s.s., 983, Hermansen, 27th  
Oct.—Sourabaya 20th Oct., Sugar—S. W. &  
Co.  
Wongkok, Ger. s.s., 1,145, Reher, 12th Nov.—  
Hoilow 10th Nov., Gen.—B. & S.

## SAILING VESSELS.

Brilliant, Br. bq., 3,809, Cowlishaw, 23rd Oct.—  
Shanghai 16th Oct., Gen.—S. O. Co.  
Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—  
New York 26th June, Gen.—S. O. Co.  
Helena Wyman, Am. bq., 1,511, Vanhon, 10th  
Aug.—Singapore 1st Aug., Ballast—  
Master.  
Lillebonne, Am. sch., 708, Fiamen, 6th Oct.—  
Manila 18th Sept., Ballast—D. & Co., Ltd.

Hongkong & Whampoa Dock Returns.  
Tailor, at Kowloon Dock.  
H.M.S. Blenheim, " " "  
U.S.S. Monterey, " " "  
U.S.S. Ajax, " " "  
U.S.S. Zafiro, " " "  
Oceana, " " "  
Chuen Tiao, " " "  
Tailor, " " "  
Lillebonne, " " "  
Salamanca, " " "  
Heungshan, " " "  
Cosmopolitan, " " "

Nov. 17 at 6 a.m. Nov. 17 at 6 p.m.  
Barometer 30.05 29.95  
Temperature 75 74  
Humidity 63 66  
Rainfall — —

## CHINA COAST METEOROLOGICAL REGISTER.

November 18th, 1903, a.m.

Bar.	Th.	Hu.	Wind.	W.
Vladivostok, 7 a.m. 29.86 24 52 6 c				
emuro, 6 a.m. 29.76 — — — —				
Hakodate, 6 a.m. 29.70 — — — —				
Tokio, 6 a.m. 29.86 — — — —				
Kochi, 6 a.m. 29.79 — — — —				
Nagasaki, 6 a.m. 29.91 — — — —				
Koshima, 6 a.m. 29.91 — — — —				
Oshima, 6 a.m. 30.00 — — — —				
Isigaki, 6 a.m. 30.01 — — — —				
Isigaki, 6 a.m. 30.01 — — — —				
Taihou, 5 a.m. 30.02 — — — —				
Taiwan, 6 a.m. 30.00 — — — —				
Koshun, 6 a.m. 29.99 — — — —				
Pescadore, 6 a.m. 29.99 — — — —				
Weihaiwei, 9 a.m. 30.28 35 — — — —				
Gut-laff, 6 a.m. 30.19 59 94 N 3 c				
Sharp Peak, 6 a.m. 30.08 67 89 E 5 f				
Amoy, 6.30 a.m. 30.05 67 89 E 5 f				
Swatow, 9 a.m. 30.09 71 — — — —				
Canton, 10 a.m. 30.07 77 61 — — — —				
Hongkong, 10 a.m. 30.07 77 61 — — — —				
Victoria Peak, 10 a.m. 30.05 — — — —				
Gap Rock, 10 a.m. 30.05 — — — —				
Macao, 10 a.m. 30.05 76 — — — —				
Hai Phong, 10 a.m. 29.92 82 85 — — — —				
Manila, 9 a.m. 29.87 82 85 — — — —				
Bacolod, 9 a.m. 29.87 82 85 — — — —				
Hoilo, 9 a.m. 29.87 82 85 — — — —				
Cebu, 10 a.m. 29.91 84 — — — —				
C. St. James, 10 a.m. — — — —				

## Steamers Expected.

Vessels	From	Agents	Due
Eastern	Manila	G. L. & Co.	Nov. 19
Perla	Hoilo	S. T. & Co.	Nov. 19
Ballaarat	Singapore	P. O. Co.	Nov. 20
Siberia	Manila	P. M. Co.	Nov. 20
Himalaya	Singapore	M. M. Co.	Nov. 21
Tijpanas	Japan	H. S. J. & Co.	Nov. 21
Laisang	Singapore	J. M. & Co.	Nov. 23
Nurnberg	Singapore	H. A. L.	Nov. 23
Emp. of Japan	Japan	C. P. R. Co.	Nov. 23
Hamburg	Japan	M. & Co.	Nov. 25
König Albert	Singapore	M. & Co.	Nov. 25
Tremont	Victoria	D. & Co.	Nov. 25
Andrasamha	Portland	P. & A. Co.	Dec. 4
Chingtu	Victoria	N. P. Co.	Dec. 4
America Maru	Sydney	B. & S.	Dec. 5
	San Francisco	P. M. Co.	Dec. 8

## Ships Passed The Canal.

Outward—24th October—Nurnberg, Den-  
bighiera, 30th October—British Monarch,  
Belmont, Ceylon, Pelus, Prinsesse Marie,  
Trenai, 4th November—Andria, Konig  
Albert, 7th November—Glenragh, Saniki  
Maru, 11th November—Salanti, Paul Bean,  
Needles, Persia, 13th November—Yang Tse,  
Queen Mary, Renary, Salsuma, Wurzburg,  
Japan.  
Homeward—24th October—Ajax, Prom-  
etheus, 11th November—Davidson, Seydlitz,  
13th November—Ernest Simon, Vindobona,  
Aberstina.  
Arrivals at Home—4th November—Kin-  
tuck, Annam, 5th November—Sumatra, 7th  
November—Kamakura Maru, Zieten, Glaucus,  
Mojune, 11th November—Driesen, Mogul,  
Ping Sui, Merionethshire, 13th November—  
Bamber, Jaaba Maru, Konigsberg, Andalusia,  
17th November—Socotra.

## Post Office.

A Mail will close for—  
Bangkok—Per Loosoh, 19th Nov., 11 A.M.  
Singapore, Sourabaya and Samarang—Per  
Maria Jensen, 19th Nov., 2 P.M.  
Cebu and Hoilow—Per Hupek, 19th Nov.,  
3 P.M.  
Shanghai—Per Tungshing, 19th Nov., 3 P.M.  
Amoy, Swatow and Rangoon—Per Purnea,  
19th Nov., 3 P.M.

PARCELS AND NEW YEAR PARCELS (via  
Gibraltar) for United Kingdom posted  
before 3 p.m. on Friday, the 6th November, are  
due in London about the 12th December, and  
those posted before 3 p.m. on Friday, the 20th  
November, are due in London about the 26th  
December.

The following postage will be collected—  
For a Parcel not exceeding 3 lbs. in weight 50 cts.  
" " " 7 lbs. " \$1.00  
" " " 11 lbs. " \$1.50

With an additional 50 cents Parcels may be  
sent via Brindisi and if posted before 3 p.m.  
on Friday, the 20th November, are due in Lon-  
don about the 20th December, and those posted  
before 3 p.m. on Friday, the 4th December, are  
due in London about the 3rd January, 1904.

All Parcels containing Jewellery or any  
article of Gold or Silver must be insured, and  
all insured Parcels must be sealed. The seals  
must bear the impression of a private mark.

Senders of Parcels are requested to post  
them a few days in advance.  
Letters and Post Cards are now received for  
transmission to Europe via Dalny and the  
Trans-Siberian Railway, and should be marked  
accordingly. No printed matter can be ac-  
cepted. The Rates of Postage by this route will  
be the same as at present via the Suez Canal.

## VISITORS AT THE HOTELS.

CRAIGIEBURN.  
Bent, Mrs. Michael, Mr. and Mrs.  
Crafter, R. H. Smith, Mr. and Mrs.  
Dane, G. H. Grant  
Gaskill, Mr. and Mrs. Smith, Mr. E. Grant  
Harvey, Lieut. and Walker, Lieut. & Mrs.  
Mrs. J. S. and child  
Helms, W. Warren, F. W.  
Powell, Mr. and Mrs. Woodward, Mr. & Mrs.  
Stanley and children

## HONGKONG.

Acheson, James  
Albert, Dr. T.  
Anderson, Mr.  
Ascoli, Mr. and Mrs. V.  
Bade, C. H.  
Baderkop, K.  
Barnes, Maj. J. P.  
Barrett, H.  
Barrett, E. G.  
Barum, A.  
Beaumont, Mrs.  
Beebe, G. S.  
Bennett, F.  
Beswell, C. W.  
Black, Mr. and Mrs.  
Boggan, Mr. & Mrs. R.  
Donner, E. A.  
Bontinon, L. and son  
Bothwick, Mrs. R. W.  
Brown, W. S.  
Buck, Hart  
Bunn, Miss H.  
Clark, W. G.  
Clarke, W. E.  
Colson, F. S.  
Comer, Mr. and Mrs.  
Cooper, Miss Alice  
Cooper, Miss Margaret  
Coulson, C. H.  
Craig, T. S.  
Craig, Mrs. C. R.  
Davies, Mrs. J. T.  
Derbyshire, J. H.  
Doughlas, Capt. & Mrs. J.  
Downing, J. C.  
Ellis, Mr. and Mrs. A.  
Emerson, A.  
Fisher, H. G.  
Glover, C.  
Goodrich, C. L.  
Grant, A. W.  
Hall, Capt. T.  
Hammer, Thos. A.  
Harvey, R. O.  
Hawley, W. B.  
Hayton, J. T.  
Henriot, G.  
Hooper, Mr. and Mrs.  
Jelly, Rev. J.  
Jackman, H. T.  
Jaffi, D.  
KING EDWARD.  
Cartier, H. B.  
Ehrhardt, Capt.  
Gunter, F. L.  
Hale, Mrs. M. P.  
Hawley, Miss W.  
Hawley, Miss W.  
Hawley, Mr. and Mrs.  
Geo. T.  
Hawley, Mr. and Mrs.  
H. J.  
Hollingsworth, A. H.  
Lambkin, Miss  
Lambkin, Miss  
Reid, Arch.  
CONNAUGHT.  
Andrew, Mrs. G.  
Bain, J. M.  
Campbell, R. E., Capt.  
J. R.  
Derr, S. V.  
Donald, W. H.  
Dufour, Mrs. B.  
Dulot, Mme.  
Eyre, Mr. and Mrs. H.  
Friedlander, R.  
Goldenberg, B.  
Hills, L. D.  
Heller, R. J.  
Hill, Mr. and Mrs. A.  
Howard, E.  
Hume, R.  
PEAK.  
Barrett, R. W.  
Bolagowsky, Mr. and Mrs. P.  
Mrs. C. de, maid.  
and child.  
Brusse, George  
Cameron, Mr. & Mrs.  
Allan  
Duff, J. S.  
Gibson, Dr. Robert  
Grant, G. C. Lindsay  
Hewitt, F. T. Baines  
Holland, R. M., Comdr.  
G. E.  
Holland, Mrs. G. E.  
Hulden and maid  
Jackson, Mrs. R. N. Wood, Mr. and Mrs.  
and child.  
THOMAS.  
Aldrich, Geo. A.  
Allen, G.  
Bain, J. S. S.  
Bourman, S.  
Brusse, J. V.  
Collet, Mr.  
Condy, Mr. C. and  
children  
Grego, Mr.  
Donald, G. M.  
Frank, W.  
Petersen, Mr.  
Prittwitz, A. V.  
Rampin, F. S.  
Rehewald, Fr.  
Schuster, Mr. Von  
Shepherd, E. B.  
Skerchiff, Mrs.  
Stapelfuss, M.  
Stephens, H.  
Wilkinson, R.  
Wolf, Richard De

## KOWLOON.

Benche, C. E.  
Cunningham, C. W.  
Harrison, W. B.  
Manington, G.  
Musgrave, Mrs.  
Selby, Mr. & Mrs. J. W.  
Shiba, C.  
Thomas, Claude, F.  
Travers, J. L.  
Watson, J. H.  
Wiley, Dr.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation,.....	\$ 125	Div. of £1.10/- @ 1/8—\$18 for half-year ending 30.6.1903 .....	\$64 1/2
National Bank of China, Ltd.....	\$ 8	3/11—\$1.90 1/2 for 1902 .....	\$29
Do. Founders.....	\$ 1	None .....	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd. ....	\$ 100	33 per cent—\$32 per share for 1902 .....	\$40 1/2
China Traders In. Co., Ltd. ....	\$ 25	16 %—\$1 for year ended 30.4.1902.....	\$60 b.
North China In. Co., Ltd. ....	\$ 25	Final of £1 making £2 for 1902 .....	Tls. 216 s.
Yangtze In. Association, Ltd. ....	\$ 60	20 %—\$12 for 1901 .....	\$135
Canton In. Office, Ltd. ....	\$ 50	30 %—\$15 per share for 1902 .....	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd. ....	\$ 50	\$22 1/2 per share for 1901 .....	\$320
China Fire In. Co., Ltd. ....	\$ 20	\$6 per share for 1901 .....	\$90
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd. ....	\$ 15	\$1 1/2 for half-year ending 30.6.1903 .....	\$31 1/2 sa.
Indo-China S. N. Co., Ltd. ....	\$ 10	5 % = 10/- per share for 1902.....	\$75
China & Manila S. S. Co., Ltd. ....	\$ 50	10 % = \$5 per share for 1902.....	\$18 sa.
Douglas Steamship Co., Ltd. ....	\$ 50	Div. of \$3 for year ended 30.6.1903.....	\$31
"Star" Ferry Co., Ltd. ....	\$ 10	\$1.20 = 12 % for year ending 30.6.1903 .....	\$36 b.
"Shell" Transport & Trading Co., Ltd. ....	\$ 5	60 cts. 30.4.03 .....	\$16
Taku & Lighter Co., Ltd. ....	Tls. 50	3rd Interim of 6d. for 1902 .....	£0.18/- b.
Shanghai & Lighter Co., Ltd. ....	Tls. 50	Interim of 2 % for 1903 .....	Tls. 35 b.
Limited Do. Preference.....	Tls. 50	Interim of 4 %—Tls. 2.00 .....	Tls. 55 sa.
	Tls. 50	Interim of 3 1/2 %—Tls. 1.75 .....	Tls. 50 sa.
REFINERIES.			
China Sugar Refining Co., Ltd. ....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$97
Luzon Sugar Refining Co., Ltd. ....	\$ 100	\$3 per share for 1897 .....	\$10
Perak Sugar Cultivation Co., Ltd. ....	Tls. 50	Fin. of 7 % for year ending 30.9.02 .....	Tls. 60
MINING.			
Punjom Mining Co., Ltd. ....	\$ 11	None .....	\$1 1/2 sa.
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902 .....	\$600 s.
Raub Australian Gold Mining Co., Ltd. ....	£0.18.10	No. 12 of 1/- per share 28.1.01 .....	\$8 s.
Chinese Engineering & Mining Co., Ltd. ....	\$ 1	No. 2 of 1/- per share 26.10.03 .....	Tls. 6 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 50	12 % = \$6 for 1/2 year 30.6.03 .....	\$203 b.
S. C. Farham, Hoyd & Co., Ltd. ....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 120 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd. ....	\$ 50	Interim of \$2 1/2 for 1903.....	\$86 b.
New Amoy Dock Co., Ltd. ....	\$ 6 1/2	\$2 1/2 for 1902 .....	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd. ....	Tls. 100	Interim of Tls. 5 for 1903 .....	Tls. 215 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd. ....	\$ 10	8 % = 80 cents per share for 1902 .....	\$9 b.
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Interim of \$6 for 1903 .....	\$152 sa.
K'loon I. and Building Co., Ltd. ....	\$ 30	\$2.30 per share for 1902 .....	\$35 sa.
West Point Building Co., Ltd. ....	\$ 50	Interim of \$1 1/2 for 1903 .....	\$52 1/2 sa.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$6 for first 1/2 year 1903 .....	\$147
Astor House Hotel Co., Ltd. .... (Shanghai) .....	\$ 25	2 1/2 % for year ending 30.6.03 .....	\$27 sa.
Hotel des Colonies Co., Ltd. .... (Shanghai) .....	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 14
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent. for 1902 .....	\$10 1/2
Shai Land Investment Co., Ltd. ....	Tls. 50	Interim of 6 % for 1903 .....	Tls. 101 b.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. ....	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903 .....	\$14 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd. ....	Tls. 50	3 % for period ended 31.10.97.....	Tls. 32 1/2 sa.
International Cotton Manufacturing Co., Ltd. ....	Tls. 75	Interim of 3 % on account of 1898 .....	Tls. 22 1/2 sa.
Lau-keang new Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 35
Soy Chee Cotton Spinning Co., Ltd. ....	Tls. 500	4 % for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd. ....	\$ 500	25 % for year ending 30.6.1900 .....	\$250
Philippine Tobacco Trust Co., Ltd. ....	\$ 50	None .....	\$15 b.
Shanghai—Sumatra Tobacco Agency, Ltd. ....	Tls. 20	Interim of Tls. 3 per share .....	Tls. 50 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. ....	\$ 10	12 %—\$1.20 per share for 1902 .....	\$22 1/2 b.
China-Borneo Co., Ltd. ....	\$ 12	First year .....	\$9 s.
S. S. Watson & Co., Ltd. ....	\$ 10	Interim of 5 % for 1902 .....	\$14 1/2 sa.
Watkins, Ltd. ....	\$ 10	\$1 per share for 1902 .....	\$7 1/2
Hongkong Electric Co., Ltd. ....	\$ 10	90 cents for year ending 30.4.1903 .....	\$12 b.
Hongkong Electric Co., Ltd. ....	\$ 5	45 cents for year ending 30.4.1903 .....	\$6 1/2 b.
Hongkong & China Gas Co., Ltd. ....	\$ 10	10 % div. and 1 % bonus for 1901 .....	\$140 b.
Hongkong Rope Manufacturing Co., Ltd. ....	\$ 50	\$10 for 1902 .....	\$145
Geo. Fenwick & Co., Ltd. ....	\$ 25	15 per cent—\$3.75 for 1902 .....	\$47 1/2
Hongkong Ice Co., Ltd. ....	\$ 25	Interim of \$4 for 1903 .....	\$248
Hongkong High-Level Tramways Co., Ltd. ....	\$ 100	\$18 for year ending 31.11.1902 .....	\$320
Dairy Farm Co., Ltd. ....	\$ 6	75 cents for year ending 31.7.1902.....	\$13 1/2 b.
Hongkong & China Bakery Co., Ltd. ....	\$ 50	3 per cent—\$1 1/2 for 1902.....	\$40
Campbell, Moore, & Co., Ltd. ....	\$ 10	Div. of \$2 1/2 for 1902 .....	\$40 s.
Ellis's Asbestos Eastern Agency, Ltd. ....	£0.12.6	.....	\$5 1/2 s.
United Asbestos Oriental Agency, Ltd. ....	\$ 4	90 cents } for year ending 31.5.03 .....	\$9 b.
Do. Founders.....	\$ 10	\$29.70 .....	\$210 b.
Hongkong Steam Water-boat Co., Ltd. ....	\$ 10	Interim of 6 % .....	\$15 1/2 sa.
China Light & Power Co., Ltd. ....	\$ 10	None .....	\$5 b.
Tanila Investment Co., Ltd. ....	\$ 50	None .....	\$15 b.
William Powell, Ltd. ....	\$ 10	\$1 for year ended 30.6.1903.....	\$9
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited .....	Guelders 100	{ 4th Interim Dividend of Tls. 7 1/2 paid 15.9.1903 .....	Tls. 292 1/2 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. ....	\$ 50	First year .....	\$50
Telegraphic Address—"Rialto."			
Telephone No. 148, P. O. Box No. 111.		BENJAMIN, KELLY & POTTS, Share Brokers.	



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG.

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

**DRESSMAKING DEPARTMENT.**

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

**CUT, FIT, AND STYLE GUARANTEED.**

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

**PARISIENNE MILLINERY.**

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

**DRESS GOODS.**

Tweeds, Serges, Meltons, Friezes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

**GLOVES.**

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

**HOSIERY.**

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

**SILKS AND SATINS.**

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes, Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

**CHIFFONS AND GAUZES.**

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

**RIBBONS.**

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

**LACES.**

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Pies, Collars, and Robes, direct from the best French houses.

**LADIES' UNDERCLOTHING.**

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

**BOOTS AND SHOES.**

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

**CORSETS.**

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y and N. Cycling.

**THE SANAKOR.**

A new and thoroughly up-to-date high class corset in rich brocade.

**THE RIBBON CORSET.**

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

**UMBRELLAS AND SUNSHADES**

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

**HOUSEHOLD LINEN DEPARTMENT.**

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

**LININGS.**

We hold a full range of Dressmakers' Linings and Sundries: Satens, Linenets, Scillecias, Black, Backs, &c.

LADIES' & GENTS'  
REAL PANAMAS

will be offered at

**\$18.50**

FOR ONE MONTH

From this date, 13th November, 1903.

FINE QUALITY.

BEWARE OF IMITATIONS.

**TRIMMINGS**

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

**JACKETS AND FURS.**

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain and Dust Cloaks.

**VELVETS, VELVETEENS,**

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

**BED AND BEDDINGS**

Single and Double beds, Camp, Air, and Chair beds, Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

**CURTAINS.**

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

**TABLE COVERS**

In all the newest designs and makes.

**CARPETS.**

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

**QUILT AND BLANKET DEPT.**

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

**IRONMONGERY.**

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

**HOUSE KEEPERS' SUNDRIES.**

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc.

**DOMESTIC.**

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

**GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.**

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

**TOYS.**

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

**DOLLS.**

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

**FANCY LEATHER GOODS**

For Presents, Silver, Ebony and Ivory Manicure Sets.

**OVERMANTLES AND MIRRORS.**

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

**GARDEN TOOLS.**

Iron, Wire and Rubber Door Mats.

**TRUNKS.**

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

**LADIES' HAT BOXES**

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

**SEWING MACHINES.**

Jones' Famous Hand and Treadle Machines famous throughout the East.

**CHILDREN'S OUTFITTING.**

In all its Branches.

R. G. HECKFORD,  
MANAGER.

November 14th.